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Chapter 15-04 Commercial, Office, Industrial and Hospital Districts

15-04-01 General Requirements for Commercial, Office, Industrial and Hospital Districts

A. Table of Minimum Area for Establishment of Zone

Zone Classification	Minimum Area Required to Establish Zone	Special Conditions
RC District	2 acres	Shall be adjacent to the State Street, Interstate 15, and 9000 South commercial corridors
CC District	5 acres	Shall be located on an arterial or major collector street, preferably at an intersection of such streets.
CN District	3 acres	Shall be located on at least a major collector street, preferably at one quadrant of an intersection of such streets, and in a location that is conveniently accessible from its service area.
CN(HSN) District	10 acres	Commercial areas located within or bordering the State Street, 9000 South, and 700 East commercial areas of the Historic Sandy Neighborhood shall qualify.
BC District	1 acre	Limited to 700 East corridor from northern city boundary to 9000 South. When an arterial or collector street, or portion thereof, is designated for BC District zoning, all commercial zoning for parcels that front on such street shall be BC. If a parcel has additional frontage on another street, the BC regulations shall apply.
CvC	2 acres	Shall be located on a minor collector or larger street, and shall occupy only one quadrant of an intersection.
HBD	-	Shall be limited to the original square mile within the traditional business district area, as located on Main street and Center street
CR-PUD	-	-
LC	2 acres	-
PO	-	-
ID	1 acre	-
H	1 acre	-

B. District Expansion or Establishment - Additional Requirements.

1. To qualify for expansion of an existing commercial, industrial, office or hospital district, the parcel(s) must be immediately adjacent to parcels with the identical zoning classification.

2. An applicant for commercial, industrial, office or hospital district or substantial expansion of an existing similar district may be required to submit to the Community Development Director a fiscal impact analysis of the proposed development. The analysis shall be prepared by a person or organization that is professionally qualified to perform fiscal impact analysis.
3. In the event that no substantial construction is underway after one year from the date of approval of the new district designation, the Community Development Director may recommend to the Planning Commission that the designation revert to the previous zone designation.

15-04-02 Development Standards Applicable to All Commercial, Industrial, Office or Hospital Zones

A. Table of Maximum Building Heights.

Zone Classification	Building Height	Max Height within 250' of Residential District
RC District	40 ¹	35
CC District	50 ²	-
CN District	40	-
CN(HSN) District	40	-
BC District	50 ³	35
CvC	30	-
HBD	40	-
CR-PUD	70	-
LC	40	
PO	See 15-04-03-K	
ID	80 ⁴	-
H	105 ⁵	-
CBD	140 ⁶	35 ⁶
CBD-P	See 15-04-03-A	
CBD-O	See 15-04-03-A	
AM, Dealership Area	40 ¹	-
AM, Commercial Area	40 ¹	-
RD	80 ⁷	- ⁷

Notes:

General Notes: All building height measurements are in feet, and are measured to the

mid-point of the peak of the roof (if pitched), or to the top of the roof (if flat). If the building is located upon a slope, then the base measurement point is taken from the average grade.

1. An additional height bonus is allowed at a rate of one additional foot of height for each additional foot of setback (in excess of 30 feet) to a maximum height of 65 feet.
2. No building shall exceed the height of a plane intersecting a line 35 feet above the finished grade of any property line at the normal 30 foot building setback line perpendicular from said boundary and rising at not more than a 50% slope above the horizontal plane from said line. The maximum height shall not exceed 45 feet.
3. No building shall exceed a height of 35 feet from finished grade to the mid-point of the roof line. An additional height bonus is allowed at a rate of one additional foot of height for each additional foot of setback (in excess of 30 feet) to a maximum height of 45 feet. All buildings shall utilize a pitched roof, with a steepness of at least 4/12 pitch. No flat roofs shall be permitted.
4. East of Interstate 15. Buildings shall be erected to a height no greater than 35 feet for any part of the building intended for human occupancy
5. Not to exceed one hundred [100] feet for the main hospital building, and not to exceed thirty-five [35] feet for any other building, except that any other building may exceed a height of thirty-five [35] feet but no more than one hundred [100] feet, when it can be found by the Planning Commission that the additional height is not obtrusive to surrounding residential areas.
6. CBD - West of State Street. Buildings may be built to a maximum height of ten stories.

East of State Street. For buildings within 100 feet of an R-1 residential district boundary, they may be erected to a maximum height of 35 feet. An additional height bonus of one [1] foot per additional two [2] feet from the required setback may be granted up to a maximum height of sixty [60] feet. The Planning Commission may increase the required setback or require additional architectural elements for buildings taller than thirty-five feet from the east property line, if, after due consideration, feel it necessary to mitigate any negative impacts that the proposed development may have on the residential development.

7. Buildings may be built to a maximum of height of 75 feet west of Interstate 15 and sixty feet east of Interstate 15. For those developments that are east of Interstate 15, any portion of a building within 100 feet of an R-1 residential district boundary, may be erected to a maximum height of 35 feet. An additional height bonus of one [1] foot per additional two [2] feet from the required setback may be granted up to a maximum height of sixty [60] feet for any portion of the building beyond the 100 foot buffer area. The Planning Commission may increase the required setback or require

additional architectural elements for buildings taller than thirty-five feet, if, after due consideration, feel it necessary to mitigate any negative impacts that the proposed development may have on the residential development.

B. Table of Minimum Building Setbacks.

Zone Classification	Front Standard	Side, Shared Party Walls	Side, no Shared Walls	Side, Abut Residential District	Rear, Standard	Rear, Abut Residential District
RC District	30	Y	10	30	20	30
CC District	30	Y	10	30	20	30
CN District	30	Y	10	30	20	30
CN(HSN) District	0-15 ¹	Y	0-10 ¹	30	20 ¹	20
BC District	30	Y	10	30	10	30 ²
CvC	30	Y	10	30	20	30
HBD	0-30 ³	Y	0-10 ³	0-15 ³	0-15 ³	0-15 ³
CR-PUD	30	Y	0	0	0 ⁴	0 ⁴
LC	30	Y	10	30	10	30
PO	30	Y	10	30	30	30
ID	30	Y	10	30	1	30
H	30	Y	10	30	20	30
CBD	30 ⁶	Y	10	30	20	30
CBD-P						
CBD-O						
Automall, Dealer Area	85	Y	15	-	0 ⁵	-
Automall, Commercial	30	N	10 ⁵	-	10 ⁵	-
RD	15 ⁶	Y	10 ⁶	10 ⁶	20 ⁶	20 ⁶

Notes: General. All measurements are in feet.

1. CN(HSN) - Front Yard. The all buildings shall be between zero to fifteen [0-15] feet from the front property line, unless otherwise noted below or approved by the Planning Commission at site plan review
 - a. Where a structure is proposed to be constructed on a site adjacent to existing structures that had been built on or near the front property line, the proposed new structure shall follow that precedent.
 - b. Where new construction is proposed for a vacant corner lot on a block with no setback

from the street, the proposed new construction shall again follow that model.

CN(HSN) - Side Yards. Where the side yard abuts another commercial zoned property, a building shall extend to the property line, or be no closer than 10 feet from the side property line, and be developed as specified in Chapter 15-13, Performance and Development Standards.

CN(HSN) Rear Yards. Where the rear yard abuts another commercially zoned property, a building shall extend to the property line, or be located a no closer than 20 feet from the rear property line.

2. BC Zone - When the development abuts a residential zone, the rear setback shall be a minimum of 30 feet. The building shall maintain a varied setback, as to be similar to a traditional home.
3. HBD Zone - Where a structure is proposed to be constructed on a site adjacent to existing structures that had been built on or near the front property line, the proposed new structure shall follow that precedent.

Where new construction is proposed for a vacant corner lot on a block with no setback from the street, the proposed new construction shall again follow that model.

Where a structure is proposed to be constructed on a block where there is no zero lot line precedent, and where the existing pattern of development shows front and side yard setbacks, the proposed project shall also be set back from the street.

4. CR-PUD Rear Setback. None except where visible from right-of-way or Interstate 15, in which case a ten (10) foot minimum setback shall be required, with further review and approval by the Planning Commission.
5. AM - Dealership Area. Minimum ten [0] foot yard setback when adjacent to commercial area. Minimum fifty [50] foot rear yard setback when adjacent to Interstate-15.

AM - Commercial Area. Side and rear setback is reduced to five [5] feet if developed in conjunction with an adjoining lot development. Rear setback may be reduced to zero [0] if totally screened from view.

6. CBD - Front Yard. All buildings shall be set back at least 30 feet from all public streets. Building and parking setbacks along Interstate 15 shall be minimum of 50 feet, or an average of 50 feet with no point closer than 40 feet. The Planning Commission may approve a smaller freeway setback if adjacent freeway right-of-way is landscaped.
7. RD - Front Yard. All buildings shall be set back at least 15 feet from all public streets. There shall be no parking between the building and a public street, but shall be landscaped or developed into a pedestrian plaza (i.e., fountain, seating, landscape planters, etc)

Rear Yard. Unless non-residential uses are developed conjointly, buildings shall be set back at least 20 feet from rear property lines.

- C. Lot Size and Width. Lots shall be of sufficient size and width to assure compliance with all building setbacks and off-street parking requirements. Exception: For lots developed within the Hospital District (H), the minimum lot width shall be one hundred [100] feet.

15-04-03 Standards Applicable to General Commercial Zone Classifications.

A. Central Business District (CBD)

1. **Purpose of CBD District.** The Central Business District Zone is established to stimulate economic development by providing a unique planning environment for large scale regional commercial and office development adjacent to Interstate 15. This district encourages creative development and site design for regional commercial and office uses within "Planned Commercial Centers" which will serve the south valley area.
2. **Residential And Mixed Use Concept.** The concept of residential and mixed use is allowed in the CBD Zone and represents a departure from traditional zoning to the extent that it encourages a combination of land uses which might normally be regarded as incompatible. The inclusion of residential dwellings is allowed on sites of sufficient size to assure adequate site development and a satisfactory and safe residential environment. Where residential uses are included, the objective of the mixed use concept is to create self-contained communities in which residents may walk to work, shopping and recreational facilities.
3. **CBD Zone Sub-Districts.** The zone also establishes sub-districts within the CBD Zone which are described hereafter.
 - a. The "Centennial Parkway District" (CBD-P) is established as a sub-district within the CBD Zone to encourage "Main Street" type development along the Centennial Parkway corridor between 10000 South and the ring road of the South Towne Mall. This district extends east and west of the Parkway right-of-way for approximately 100 feet.
 - b. The "Office Park District" (CBD-O) is established as a sub-district within the CBD Zone to encourage large scale office use and regional governmental uses. This area is described as follows: The East Jordan Canal on the north; State Street on the east; approximately 1000 feet north of the ring road of the South Towne Mall on the southeast, and the ring road of the South Towne Mall on the southwest; and Interstate 15 on the west, excluding the Centennial Parkway District.
4. **Procedures for Development in CBD, CBD-O and CBD-P Districts.**
 - a. The Planning Commission will review all development proposals in the CBD, CBD-O and CBD-P Zones. All exterior construction visible from adjacent properties or public streets must also be reviewed and approved by the Planning Commission.
 - b. Prior to the Planning Commission taking action, plans must be submitted in accordance with the zoning ordinance.
 - c. All submissions shall be made a minimum of 60 days prior to planned construction for proper coordination and feedback.
5. **Land Coverage.** It is the intent to prevent the overcrowding of land within the Central Business District by controlling the intensity of different types of land uses.
 - a. Lot coverage by buildings and covered or semi-enclosed outbuildings shall not exceed 40 percent.
 - b. Coverage for both buildings and paved areas (parking, loading and circulation) shall not exceed 90 percent, thereby reserving a minimum of 10 percent for landscaped areas after completion of any future expansion.

- c. Properties within the Centennial Parkway District are exempt from the above percentages.
- d. Existing developments may expand only to the extent of the coverage limits above. If such existing developments currently exceed the above coverage limits, expansion shall not occur.
- e. Parking terraces and underground parking is strongly encouraged and shall be required for structures of three [3] stories or more. The parking terrace may be constructed in subsequent phases with the approval of a development agreement between the developer and Sandy City and the Planning Commission. A Master Site Plan shall be submitted and reviewed by the Planning Commission, showing all phases of the development, including the parking terrace. The signed development agreement shall be recorded as a deed restriction upon the property, binding to all future developers and property owners of said development. An architectural review committee shall be formed to review the design of all parking terraces.

Surface parking (permanent or temporary) may be allowed in addition to a parking structure upon the approval of the Planning Commission where it can be shown that the phasing plan, size and scope of the project would require some surface parking (e.g., stand-alone restaurant, bank, etc.)

- 6. **Residential Uses.** The following shall apply to residential development:
 - a. Not less than 15% of the gross living area of a residential use shall be provided as common residential recreation space. This requirement may be accomplished with indoor or outdoor facilities such as roof tops, atriums, covered or outdoor swimming, etc.
 - b. The physical separation of pedestrian and vehicular traffic is encouraged.
 - c. In the CBD-P sub-district, the residential use shall be limited to the 2nd story or higher and must be located within a mixed-use project. The first (or primary) story shall be utilized for a commercial activity. The density of the project shall be reviewed and approved by the Planning Commission, and shall be based on such factors as compatibility with surrounding area, availability of a parking structure (required for residential use), and proposed amenities.
- 7. **Architectural Design and Materials.** The treatment of building mass, materials and exterior appurtenances shall create an aesthetically pleasing building and site that is in character with the proportions of other surrounding developments. Requirements applicable to all buildings are stated below:
 - a. All sides of buildings shall receive equal design consideration, particularly where exposed to vehicular traffic and adjacent properties.
 - b. Basic materials shall be limited to no more than three types of materials per building and all buildings within the development shall possess a similar architectural theme. "Mountain Red" Brick or a similar high quality masonry material such as polished granite as may be reviewed by the Architectural Review Committee and as approved by the Planning Commission shall comprise one of the three required basic materials. Amount and color of brick shall be consistent with established construction in the CBD Zone. Color may vary if approved by the Planning Commission as being compatible with surrounding development. Building styles shall be compatible with existing buildings in the CBD Zone.
 - c. Buildings shall be designed to relate to grade conditions with a minimum of grading and

exposed foundation walls.

- d. Color of exterior building materials shall be composed of earth tones to encourage buildings to blend into the environment. They shall be limited to no more than three major colors per development. If glass surfaces are to be tinted, such tinted glass shall be considered as one of the colors allowed and shall conform to the color requirements included herein.
 - e. Mechanical equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or on the roof. Screen materials shall be compatible with those of the building.
 - f. Plans for the exterior modifications to any existing structures must be submitted to the Planning Commission for approval and must meet the same requirements as all other structures within the CBD Zone.
8. **Landscaping.** Landscaping guidelines are established to maintain the site qualities that exist in the CBD Zone area and minimize alteration, removal, or degradation of landscaping that currently exists in the area.
- a. No plans for any building, structure or other improvements shall be approved by the Planning Commission unless there shall also have been submitted separate landscape plans satisfactory to the Planning Commission.
 - b. Landscaping in accordance with the plans submitted must be installed within 30 days following the occupancy of the site or as otherwise approved by the Planning Division as seasonal conditions may dictate.
 - c. The land area not occupied by buildings, structures, hard surfacing, vehicular driveways or pedestrian walkways shall be kept in a weed-free condition or landscaped, as approved by the Planning Commission.
 - d. The developer shall bond for such landscape improvements to ensure that installations are completed as submitted and approved. Performance assurance requirements for landscape improvements shall be the same as required by the City for street improvements.
 - e. Plant Materials.
 - (1) 60% Medium trees and shrubs in a combination with deciduous trees with a caliper from 2 to 3 inches and evergreen trees with a height from 5 to 8 feet.
 - (2) 40% Small trees and shrubs in a combination with deciduous trees with a caliper of 1 1/2 to 2 inches and evergreen trees with a height of 4 feet.
 - (3) Where possible, a 50/50 mix of deciduous and evergreen tree species shall be used for on-site landscaping.
 - (4) Street trees with a minimum 2 inch caliper shall be installed along all public rights-of-way by the developer of the property. The species-type, location, and spacing of trees shall be as shown on the approved landscape plan, in compliance with designated streets within the City's Streetscape Plan.

- (5) For streets not specified in the Plan, the following trees may be used as part of an approved landscape plan:

Bur Oak (*Quercus macrocarpa*)
 Hedge Maple (*Acer campestre*)
 Little Leaf Linden (*Tilia cordata* 'Greenspire')
 (*Tilia cordata* 'Rancho')
 London Plane (*Platanus acerifolia*)
 Norway Maple (*Acer platanoides* 'Cleveland')
 (*Acer platanoides* 'Columnare')
 (*Acer platanoides* 'Emerald Queen')
 (*Acer platanoides* 'Schwedleri')
 (*Acer platanoides* 'Deborah')
 (Improved *Schwedleri*)
 Red Maple (*Acer rubrum* 'October Glory')
 (*Acer rubrum* 'Red Sunset')
 Red Oak (*Quercus rubrum*)
 Redmond Linden (*Tilia euchlora* 'Redmond')
 Sycamore Maple (*Acer pseudoplatanus*)

- (6) For planted medians, and accent trees both on-site and at intersections, the following trees may be used:

Bechtel Crab (*Malus ioensis* 'Klehms Improved')
 Bradford Pear (*Pyrus calleryana* 'Bradford')
 Crimson King Maple (*Acer platanoides* 'Crimson King')
 (*Acer platanoides* 'Royal Red')
 Flowering Plum (*Prunus cerasifera* 'Blixeiana')
 Kwanzan Cherry (*Prunus serrulata* 'Kwanzan')
 Washington Hawthorn (*Crataegus phaenopyrum*)

9. **Buffers, Fences, And Walls.** The intent in having special buffer, fence, and wall requirements is to provide quality separation between incompatible commercial uses, and to provide physical and visual protection between commercial and residential uses.

Landscape buffers are preferred over fences and walls where a separation is desirable. A visually open look should be encouraged between similar uses. Visual screening is often more important than a physical separation and the Planning Commission may, at its own option, require special treatment of such areas.

Buffer treatment may be required whenever a change occurs between residential and non-residential uses. Additional landscaping and screening may be required at the discretion of the Planning Commission within the setback which separates the uses. Fences or walls will be reviewed for their effectiveness in screening a view, and for their color and texture in relationship to building materials.

Where differing uses are to be developed adjacent to existing residential areas, special consideration shall be made to protect the privacy of residents and requirements shall be the discretion of the Planning Commission. As a minimum, the negative effects of noise and artificial lighting shall be minimized to protect existing residents.

Service areas shall be properly screened. Outdoor lighting shall be designed to prevent exposure of light source to the view of residents. Facilities that require late night customers and activities shall be located away from residential areas to reasonably prevent disruption of privacy. See cross section illustration for additional requirements in the report: "Sandy Civic Center Development Master Plan."

10. **Parking Areas.** Parking areas shall be considered as structures since they present a three-dimensional appearance when occupied.
- a. Location of parking shall be determined not only from its visual relationship to building and site, but also as it relates to safe convenient pedestrian and vehicular circulation patterns. The placing of building and parking elements on a site shall be evaluated by and Planning Commission on the basis of the following factors:
 - (1) Type of land use and structure.
 - (2) Building height and configuration.
 - (3) Relationship to other buildings both horizontally and vertically.
 - (4) Natural land features such as slopes and vegetation.
 - (5) Physical features such as rail lines, canals, and controlled ingress and egress.
 - (6) Visibility from vehicular approaches and distant highways.
 - b. Parking shall not occur adjacent to any public street or the freeway except when:
 - (1) It has been established that such a location is needed or justified by other site conditions or building entrance orientation.
 - (2) The use is restricted to visitors and/or key employees.
 - (3) Parking is 80% screened by fencing, walls, and/or landscaping from the highway or street by either depressing the paved areas or using elevated landscape berms.
 - (4) A minimum of 10 feet of landscaped screening consisting of mixed evergreen and deciduous trees shall surround the periphery of paved areas adjacent to buildings or property lines. The number of trees for this area shall be determined by a standard of 1 tree per every 200 square feet of landscaping required.

11. **Uses And Standards Unique To The "Centennial Parkway District." (CBD-P)**

- a. **Building Setbacks.** In order to encourage a "Main Street" effect along the parkway, buildings shall maintain a zero lot line front setback from the approved sidewalk and streetscape profile of Centennial Parkway and 10000 South Street. Buildings that originate within the CBD-P zone with a zero lot line front setback may continue that setback for the length of the building into the CBD Zone. This reduced setback does not apply to other non-contiguous structures within the development. Front setback variations may be used when an activity related to pedestrian use is maintained, i.e. outside seating for restaurant.

Zero lot line side setbacks with attached structures in compliance with the Uniform Building Code are required except for required pedestrian access and usable open space areas. Off-street parking shall be required at the rear of building structures. Rear setbacks shall be of sufficient depth to allow proper parking and landscaped areas to the rear of the buildings. For phased developments, temporary parking may be permitted adjacent to the parkway side of the building for a period no longer than three [3] years. A cash or surety bond shall be placed with the City to ensure the proper and prompt removal of such temporary parking areas.

- b. **Building Height.** The height of buildings shall be limited to one to three story structures within the front 30 feet of the 100 foot depth of the sub-district on both sides of the parkway. The Planning Commission may consider and approve variations to the maximum height requirements for structures within the front 30 feet. Such items to consider include architectural design, main street theming, etc. Structures extending beyond the front 30 feet may be stepped up to a maximum 10 stories.
- c. **Architectural Design.** Building structures shall conform to an approved overall architectural theme in order to set the Centennial Parkway District apart from other portions of the CBD zone. The use of exposed concrete (architectural concrete excepted), metal, or plastic for storefront facades is not permitted. However, the use of brass, copper, or aluminum is permitted for decorative trim. An Architectural Review Committee may be organized to ensure architectural continuity within the sub-district.

Buildings shall conform to a structural module of 30 feet horizontal and 15 feet vertical. Window shapes and sizes shall be so designed to be compatible from building to building and shall comprise at least 50% of the street elevation. Windows with reflective film or glass are not permitted at street level.

- d. **Walkways, Courtyards, Plazas.** Materials for walks, courtyards, and plazas shall be related to the materials of adjacent buildings and shall be a non-skid finish. Design shall encourage comfortable and safe pedestrian use, including landscaping, seating areas, and lighting as appropriate.

Two mid-block connections must be developed between 10000 South and the mall ring road. These connections may be developed as walkways or a combination walkway and vehicular lane. Additional walkways between buildings may be required as needed for proper pedestrian access from parking areas to storefronts.

- e. **Signage.** Signing within the "Centennial Parkway" sub-district shall be limited to cabinet or pan channel wall signs, and awning signs in compliance with Section 15-17, Sign Ordinance. Low-profile (monument) signs may be permitted with the following limitations: the sign shall have as the prominent feature the name of the building (i.e., "Aetna Plaza", "One Sandy Center", etc). All other lettering shall be no taller than four [4] inches in height. The maximum height of the sign shall be four [4] feet for the portion containing general copy, and overall height of six [6] feet above sidewalk grade. It is intended that the top two [2] feet be utilized to identify the name of the building. The sign shall not be located upon the public right-of-way. It may not extend into the required sign visibility triangle, unless otherwise approved by the City Transportation Engineer. The lettering font style for tenant identification shall be the same for all tenants. That the materials for the sign be similar to that of the main building.

12. Uses And Standards Unique To The "Office Park District." (CBD-O)

a. Building Height.

- (1) **Minimum Height.** Buildings shall be at least four [4] stories in height, except as permitted below.
- (2) **Maximum height.** Buildings shall be no taller than one hundred forty [140] feet in height, west of State Street.
- (3) **Exceptions to building height.** For buildings that are within 250 feet of an R-1 Residential District, the maximum height shall be 35 feet. Structures adjacent to State Street shall be limited to three stories within 100 feet of the street with an increase of two stories for each additional 30 foot setback up to a maximum of ten stories. Ancillary buildings, as may be approved by the Planning Commission, may be one story tall, provided the structure is built concurrently with the remaining project building.

13. Architectural Design. Building structures shall be reviewed with the intent to promote a diversity in design and to encourage signature buildings in order to set the Office Park District apart from the other portions of the CBD Zone. Structures shall have exterior designs which are compatible with surrounding developments, vegetation, and topography. Each building shall incorporate brick (earth tone color). Remaining structural elements shall also use earth tone colors.

14. **Architectural Review Committee.** An Architectural Review Committee for the CBD Zone shall be established by Sandy City. The Committee shall be responsible for the review and recommendation of each site development plan as forwarded to them by the Community Development Director. They will also be responsible for recommending amendments and/or changes to the Development Code for the CBD Zone to the Planning Commission and City Council and any other design criteria, standards, and guidelines relating to the development of lots within the CBD Zone area.

- a. Membership of CBD Architectural Review Committee. The Committee shall consist of seven (7) members. Three (3) members shall be representatives of Sandy City, including one (1) member of the Sandy City Planning Commission, one (1) member of the Sandy City Council and one member of the Sandy City Planning Staff. Also, four (4) members shall be represented by residents or CBD businesses of Sandy City. All committee representatives, with the exception of Sandy City Staff, the City Council representative and the Planning Commission representative, shall be appointed by the Mayor. The City Council representative and Planning Commission representative shall be selected by their respective bodies. The City Staff member shall be selected by the Community Development Department Director.

There will be no regular meeting times for the Architectural Review Committee. However, the Committee will attempt to meet within seven (7) days after submission of plans and request from applicant.

- b. Procedures. The Architectural Review Committee shall review all aspects of the project plans including the signs and architectural building elevations for their compliance with the Development Code CBD (Central Business District) Zone Ordinance and the Civic Center Master Plan.

Prior to the Architectural Review Committee taking action, plans and other required information must be submitted in accordance with this Title with respect to submissions to

the Planning Commission.

Once the Architectural Review Committee approves the plans, they will immediately forward a recommendation to the Planning Commission with a conditional use request (if required) for their approval on the Planning Commission's next available meeting. The Planning Commission may withhold approval by citing specific objections and remanding the plans back to the Architectural Review Committee for further review and recommendation.

- c. Extent Of The CBD Zone Architectural Review Committee. Projects subject to review by the CBD Architectural Review Committee shall include those areas that are within the CBD, CBD-O and CBD-P zoning districts.
 - d. Scope of Review. The Architectural Review Committee shall review major projects as determined by the Community Development Department Director.
- B. Regional Commercial (RC) - Purpose.** The Regional Commercial District is established to stimulate economic development by allowing for a diversity of land uses in areas of Sandy City that are accessible to regional transportation facilities and developed within "Planned Commercial Centers." This district is intended to stimulate creative development and site design for highway commercial uses.
- C. Community Commercial (CC) - Purpose.** The Community Commercial District allows for retail businesses and related uses to be grouped together into well-planned and designed "Planned Commercial Centers." The Community Commercial District is available to commercial developments of a scale and location to serve an area of one or more of Sandy Planning Communities and/or areas that may extend beyond Sandy City.
- D. Neighborhood Commercial (CN) - Purpose.** The CN District allows for the creation of commercial centers to serve the convenience shopping and service needs of neighborhood areas of Sandy City within "Planned Commercial Centers". The Neighborhood Commercial District designation is intended for commercial developments that will relate to residential neighborhoods and will be compatible with residential character.
- E. Neighborhood Commercial (Historic Sandy Neighborhood) CN(HSN)**
- 1. Purpose of CN(HSN) District. The purpose of the zone is to provide a viable commercial zoning district for those commercial areas which border the Historic Sandy Neighborhood. The zone is created to provide the convenience shopping and service needs of the surrounding neighborhood area, while at the same time providing guidelines for development to recognize and maintain the neighborhood's unique characteristics.
 - 2. Parking. All parking shall be to the rear of the building, with no parking in the front of the building, or directly to the side of the building.
 - 3. Landscaping. The front yard setback area shall be landscaped utilizing plant types and species as described in this Title. *NOTE: Developments in the CN(HSN) are not required to install the minimum depth of fifteen [15] feet of landscaping as indicated elsewhere in this Code, but shall be reduced to the actual building setback.*
- F. Boulevard Commercial (BC)**

1. Purpose of Boulevard Commercial District. The Boulevard Commercial District is established to provide guidelines for the development of properties fronting on 700 East north of 9100 South, or other major collectors so zoned on which the protection of visual and functional quality is an important community goal. Regulations are intended to allow a selective variety of uses within "Planned Commercial Centers" in a manner that will contribute to efficient traffic flow and minimal visual clutter.
2. Double Frontage Lots. For those deep lots that have frontage at the rear along a residential street, a minimum depth of one hundred [100] feet of the property as measured from the property line adjacent to said residential street towards 700 East Street shall be developed for residential development only.
3. Residential Lot Size And Density. Lot size and density shall be established by the Planning Commission and reviewed by the City Council.
4. Architectural Design, Appearance and Materials. All structures shall be designed to have a residential appearance (i.e., pitched roof, bay windows, use of brick and siding combinations, wood accent pieces). The architectural design must be approved by the Planning Commission. To maintain the residential appearance, the base of the commercial/office structure shall have additional landscaping, including additional mature trees (*meaning a mix of trees consisting of 6 foot tall evergreens and deciduous trees with a minimum two [2] inch caliper as measured two [2] feet above grade).

G. Convenience Commercial (CVC)

1. Purpose of Convenience Commercial District. The CVC District allows for the development of well designed "Planned Commercial Centers" which are clustered and physically blend into surrounding residential neighborhoods.
2. Architectural Concept. The architectural design for buildings in a CVC District shall be compatible with the surrounding area, if in a residential neighborhood.
3. Site Development. Site design and landscaping shall assure adequate buffering of any abutting residential uses. Site design shall also provide for separation of pedestrian and vehicular traffic.

H. Historic Business District (HBD)

1. Purpose of Historic Business District. The Historic Business District is established to address the unique characteristics of the Main Street/Center Street historical commercial area. Properties included within this zoning district are those properties which are associated through location or character with the historic Main Street/Center Street commercial area of Sandy City.
2. Architectural Design, Appearance and Materials. All structures shall be designed to have an historical themed appearance (i.e., flat roof, multi-paned windows, use of brick and siding combinations, wood accent pieces, parapet walls). The architectural design must be approved by the Planning Commission. To maintain the historical themed appearance, the base of the commercial/office structure shall have additional landscaping, including additional mature trees (meaning a mix of trees consisting of 4-6 foot tall evergreens and deciduous trees with a minimum two [2] inch caliper as measured two [2] feet above grade).
3. Parking. All parking shall be to the rear of the building where feasible, with no parking in the

front of the building. When calculating required parking stalls, those spaces located upon the adjoining public street may be included in the overall total.

4. Signs. All signs shall comply with the standards and size limitations as written in Chapter 15-10, Sign Ordinance, with the following exceptions: Neon is not permitted for illumination or building decoration. Internally illuminated (also known as backlit) signs are not permitted. Projecting wall signs are permitted and encouraged.

I. CR(PUD) District

1. Purpose of CR(PUD) District. It is the purpose of this zone to provide for an area of diverse but integrated commercial and industrial uses. Emphasis is placed on achieving an aesthetically attractive, functional area of wide ranging commercial and industrial activity.

Development standards are flexible and encourage more innovative design features and efficient use of land than would be possible through strict application of standard commercial development regulations. The developer is encouraged to work closely with the Planning Commission in achieving a creative, attractive development.

2. Landscaping.
 - a. Front Setback. The minimum front landscaping for bermed areas shall be fifteen (15) feet. For non-bermed areas, the minimum front landscaping shall be no less than twenty (20) feet
 - b. Side Areas Visible from Right-of-way shall have a minimum depth of five (5) feet of landscaping.
 - c. Rear Areas Visible from Right-of-way or Interstate 15 shall have a minimum depth of ten (10) feet of landscaping with interval tree planting, using a trunk caliper of no less than 2½ inches. Interval tree planting spacing shall be determined by the Community Development Department Staff on a case-by-case basis.
3. Fencing. No fencing permitted in front setback area except where approved by Planning Commission. Sight obscuring fences to an eight (8) foot maximum height permitted in rear areas.
4. Signs. Types, number and sizes of signs to be required and approved by Planning Commission with intent that they are coordinated to match overall "park" theme and are of a low key, attractive nature. Only Planning Commission approved signs permitted on frontage facing freeway.
5. Loading. No loading and unloading may be performed on any public right-of-way or private right-of-way. No loading dock is permitted in the front setback area unless approved by Planning Commission.

J. Limited Commercial District (LC)

1. Purpose of Limited Commercial District. The Limited Commercial (LC) district is established for the development of well designed "Planned Commercial and Professional Office Centers" which should be configured as strip buffers for professional and business offices, low impact retail and non-retail services, and other uses not including warehousing and manufacturing. Business activities in this zone should both enhance and blend into surrounding residential neighborhoods.

Developments adjacent to residential areas shall have a residential look to enhance compatibility. Developments adjacent to other more intense commercial zones should act as a buffer to residential districts. This district is intended to stimulate creative development and site design, and to provide for a unique relationship between commercial and professional office uses.

2. Mixed Use Concept. The concept of mixed use is allowed in the LC District and represents a departure from traditional zoning to the extent that it encourages a combination of land uses which might normally be regarded as incompatible. The inclusion of residential dwellings is allowed only on sites of sufficient size to assure adequate site development and a satisfactory and safe residential environment. Where residential uses are included, the objective of the mixed use concept is to create self-contained communities in which residents may walk to work, shopping and recreational facilities.
3. Non Residential Use Location. Non-residential uses shall be placed at the front of the property, placing parking at the rear.
4. Architectural Concept. The architectural design for buildings shall be compatible with the surrounding area when adjacent to a residential district.
5. Hours of Operation. No retail use shall operate after 10:00 p.m., nor open before 6:00 a.m. A non-retail use could be granted a conditional use permit for extended hours before 6:00 a.m. or after 10:00 p.m.

K. Professional Office District

1. **Purpose**. The Professional Office (PO) zone is established to provide an area for professional and business offices, non-retail services, and other uses not including merchandising, warehousing, and manufacturing with business hours consistent with those of contiguous property. Developments adjacent to residential areas shall have a residential look to enhance compatibility. Developments adjacent to commercial zones shall act to buffer less dense residential development or districts.
2. Site Plan Review. Review of all site plans in the PO Zone is required by the Planning Commission according to the standards outlines in the Site Plan Review section of this Title.
3. Building Height. At the minimum setback line, building height shall not exceed twenty [25] feet, as measured from average grade to the peak of the roof. Upon special approval of the Planning Commission, actual building height may exceed the height limitation if required building setbacks (front, side, and rear) are increased by a ratio of one [1] foot of height for every two [2] feet of additional setback. The height may be increased up to a maximum of fifty [50] feet at the peak of the roof. If special approval is requested, the Planning Commission shall require compliance with all five [5] of the following items during their review:
 - a. **Open Space**. The increase in height creates additional usable open space that would otherwise not be available if additional height is not granted.
 - b. **Landscaping**. Additional landscape elements (either hardscape or greenscape) soften the appearance of the building and provide additional buffer areas adjacent to a residential district.
 - c. **Aesthetics**. The proposed building design and architecture are distinctive, unique and

compatible with the immediate surroundings (both man-made and natural).

- d. **Impact on Residential Areas.** The proposed building height provides for a lessened impact on adjacent residential districts (i.e., varied building setback, unique roof line, residential appearance, etc).
 - e. **Gathering Place/Plaza.** The increased height creates a unique people place that will create local interest. Such places might include a fountain, a pedestrian plaza, picnic area, usable landscaping, etc.
4. Ancillary Retail Commercial Uses at the following ratio:
 - a. No more than 50% of a Mixed-use building.
 - b. No more than 10% of a primary use for a stand alone project.
 5. Extended Hours. Any commercial use within 250 feet of a residentially zoned district where such commercial use desires to operate **after 10:00 pm and before 6:00 am** of the following day shall require a separate Conditional Use Permit for the extended hours.
 6. Residential Compatibility. Developments adjacent to residential districts shall have a residential look to enhance compatibility with the adjacent neighborhood.

L. Industrial District (ID)

1. Purpose of the Industrial District. The Industrial District is established to provide areas that are suitable for industrial or related uses only.
2. Special Landscaping and Maintenance Requirement. All properties that abut the right-of-way of Interstate 15 shall be required to install trees or other visible landscaping elements along the abutting property line. Such landscaping shall be maintained in good condition at all times. A landscaping plan shall be approved by the Community Development Department.
3. Curb and Street Design. The Performance & Development Standards section of this Development Code, will be reviewed carefully during site plan review to assure that curb and street design will accommodate large truck weight and turning movements.
4. Developments Abutting A Residential District. Any development in an ID District that abuts a residential (R) District shall provide substantial landscaping and masonry wall fencing along the abutting property line, as determined by the Planning Commission (see Conditional Use Chapter).
5. Any ID use within 300 feet of a residential district shall have a separate Conditional Use Permit (See Conditional Use Chapter).

M. Hospital (H)

1. Purpose of the Hospital District. The H zone is established to provide an area for a hospital and related uses such as medical offices and other health service or related facilities.
2. Sign Standards. Types, number and sizes of signs to be required and approved by Planning Commission with intent that they are coordinated to match overall “park” theme and are of a low

key, attractive nature.

15-04-04 Institutional Care (IC)

- A. **Purpose.** The Institutional Care IC District is established to provide a residential environment within Sandy City for Institutional Care developments such as:

Institutional Care - Residential

1. Transitional Care Development
2. Assisted Living Facility
3. Nursing Home/Convalescent Home/Rest Home
4. Congregate Care Facility
5. Nursing Care Facility
6. Alzheimer's Facility
7. Hospice
8. Medical and Health Care Offices as ancillary use only
9. Other similar land uses that are constructed and used primarily for long term or permanent residence by the elderly and persons with a disability

This does not include any facility licensed or operating as a General Acute or Specialty Hospital, Adult Day Care, Day Treatment, Domestic Violence Treatment Program, Residential Support, Residential Treatment, Secure Treatment, Youth Program, Community Correctional Center, Correctional Facility, Secure Correctional Facility, Rehabilitation/Treatment Facility, Transitional Housing Facility, or Protective Housing Facility.

It is intended that this zone district be placed in areas along an arterial or major collector street, preferably within reasonable walking distance to either a) general commercial centers that provide grocery and other similar services; or b) within reasonable walking distance to major mass transit transportation facilities, such as bus or light rail. To ensure neighborhood compatibility, all developments shall be approved by the Planning Commission as a part of site plan review.

- B. **Development Standards Specific to IC Zone.** The following development standards apply to all developments within the IC Zoning District, regardless of type of use. Additional development standards for "Institutional Care" and "Transitional Care Development" specific land uses are listed elsewhere in this section.

1. **Parcel Size.** Any development within the IC Zone shall be of sufficient size, composition, and arrangement to enable its feasible development as a complete unit. In no case shall any project developed under this ordinance be under one acre in size.
2. **Building Height.** The maximum height for all buildings shall be thirty [30] feet from average grade as measured to the mid-point of the roof.
3. **Building Setbacks.** No building shall be closer to a public street right-of-way than twenty [20] feet.
 - a. The public street right-of-way shall be considered the front property line of a lot. Where a lot is bordered on two or more sides by a public street right-of-way, all such sides shall be considered as front property lines, and the area between the front property line and the building lines shall be known as the front setback area in all cases. Porticos, porte-cochere and similar walkway coverings may project into the front setback and front landscape area a

maximum of ten (10) feet, as approved by the Planning Commission.

- b. Side setback areas shall be a minimum of ten (10) feet excluding porticos and similar overhangs except where a side property line abuts a residential (R-1) district, in which case the side setback area shall be a minimum of thirty (30) feet.
- c. Rear setback areas shall be a minimum of ten (10) feet except where a rear property line abuts a residential (R-1) district, in which case, the rear setback area shall be a minimum of thirty (30) feet.

It shall be within the authority of the Community Development Director to determine for any lot in this district, as to which property line or lines shall be considered as side or as rear lines for the purpose of administering this ordinance.

- 4. **Building Materials.** All main buildings shall utilize a combination of brick, stone, ceramic tile, masonry materials and wood composite siding (exposed concrete, cinder block and concrete masonry unit is not permitted, except for minimal foundation exposure). Stucco and vinyl, aluminum, or wood siding are to be used as accent materials only.
- 5. **Building Design.** All buildings shall have a residential look, and incorporate design elements such as dormers, a pitched roof, porticos, quoins, shutters, or other residential elements consistent with the immediate residential neighborhood as determined by the Planning Commission during review.
- 6. **Parking.** Parking for all uses shall be in accordance with Chapter 15-06, Off-Street Parking Standards. No parking shall be permitted in the minimum front, side, or rear landscape setback areas. Unless otherwise approved by the Planning Commission, no parking shall be permitted between the street and all main buildings. A minimum of one (1) parking space shall be provided on each site for bus only parking. This parking space must be the same size as a handicap stall and clearly designated on the site. The number of required parking stalls may be reduced up to 25% of the requirement upon review and approval of the Planning Commission if the following criteria can be met by the applicant:
 - a. An expandable area is indicated on the site plan and shown as a future phase of the project.
 - b. The applicant/developer is the current owner of record for the property, and any expandable property shown on the site plan.
- 7. **Loading.** All loading and unloading operations shall be performed on the site. Off-street berths, where required, shall be provided in addition to required off-street parking and shall not be located within driveways. Each loading berth shall not be less than twelve (12) feet wide, twenty-five (25) feet long and if enclosed or covered, fourteen (14) foot interior height. Adequate turning and maneuvering space are to be provided between the lot lines.
- 8. **Driveways.** All driveways shall be located as required in Chapter 15-06, Development, Site and Subdivision Standards.
- 9. **Storage Areas**
 - a. All outdoor storage shall be visually screened from access streets, freeways, and adjacent property. Said screening shall form a complete opaque screen up to a point six (6) feet in

vertical height, but need not be opaque above that point. Such requirement shall not apply to loading docks.

- b. No storage shall be permitted between a frontage street and the building line. Furthermore, no outdoor storage shall be located within thirty (30) feet of any district zoned for residential use.
- c. All mechanical equipment (air conditioning, transformers, etc.) on the ground shall be screened with opaque material.
- d. All mechanical equipment located on the roof shall be screened with opaque material where deemed appropriate by the Planning Commission.

10. Refuse Collection Areas

- a. All outdoor refuse collection areas shall be visually screened from access streets and adjacent property by a complete opaque screen.
- b. No refuse collection areas shall be permitted between a frontage street and the building line.

11. Landscaping and Required Amenities

- a. The preservation of natural features that enhance the development and will benefit the community including trees, scenic points, view corridors, historic buildings or locations, unique geological formations and other community assets shall be preserved and incorporated into the overall landscape plan.
- b. Parking areas, service areas, buffers, entrances, exits, yards, courts, landscaping, graphics, and lighting shall be designed as integrated portions of the total planned development and shall project a residential character thereof.
- c. Building Spaces. Each development shall provide reasonable visual and acoustical privacy for dwelling units. Fences, insulation, walks, barriers, landscaping, and sound-reducing construction techniques shall be used as appropriate for the aesthetic enhancement of property and the privacy of its occupants, the screening of objectionable views or uses, and the reduction of noise.
- d. The landscaping upon the entire site shall conform to the following minimum requirements:
 - (1) Front Setback: A minimum of twenty [20] feet measured from the front property line after any required street dedication. This standard shall apply to both frontages of a corner parcel.
 - (2) Side and Rear Setback:
 - (a) A minimum of ten (10) feet between parking areas and side or rear property lines.
 - (b) A minimum of ten (10) feet between an access driveway and a side or rear property line unless said driveway is to be used for common access by an adjacent commercial parcel.

- (c) Other side and rear setback areas that are open to view from public rights-of-way or from residentially zoned property.
- (d) Irrespective of other requirements, developments abutting residential districts shall have a minimum of ten (10) feet of perimeter landscaping that is compatible with adjacent land uses and existing landscaping .

12. **Screening at District Boundaries.** Where the Planning Commission determines it appropriate, an opaque screen shall be installed and maintained along all district boundaries, other than streets, where the premises abut areas zoned for residential uses, unless otherwise provided.

- a. Except where otherwise provided, the screen shall have a minimum height of six (6) feet.
- b. Acceptable construction materials for screens shall only include ceramic tile, stone, brick, concrete panel, concrete block, vinyl, or such other materials as the Planning Commission may approve. Concrete panels and posts must be reinforced with rebar and wire as determined by the City Engineer.
- c. No signs or sign supports shall be permitted on any required screen or fence.
- d. Under special conditions where it has been determined that the development may create unique impacts on an adjoining residential district, such as in the case of hillside developments, the Planning Commission may review and approve other methods of screening such as bermed landscaping, open construction, screen height, placement of screen or other types of screening.

13. **Site Plan Review.** All “Institutional Care” developments and uses shall have a formal site plan review. All site plans shall be approved by the Planning Commission. Site Plan Review may be done concurrently with the Conditional Use Permit approval process.

C. **Required Amenities for Institutional Care Facilities.** The following amenities are required for all developments under this section, including all multi-unit developments, and similar developments intended for independent or assisted living.

- 1. Elevators. All two-story or greater multi-unit buildings shall include at least one [1] elevator per building.
- 2. Common Areas. All projects shall provide accessible common areas. For multi-unit enclosed projects, the common areas shall also exist within the building. Such indoor common areas and accents may include a meeting area, laundry facilities, large furnished lobby, art work within the hall ways, library, reading room, game room, or exercise room. Exterior common areas may include a walking path, garden area, outdoor sitting area, and an outdoor eating area. Additional amenities may include an indoor/outdoor swimming pool, pharmacy, beauty salon, ancillary interior convenience store for residents only, nursing station, class rooms and patios.
- 3. Transportation. All Institutional Care Facilities shall provide transportation options for its’ residents. Such transportation may include van service operated by the facility or contracted out to a multi-facility provider. Such facilities are encouraged to be located near mass transit lines (bus or rail) to provide alternative travel options for its’ residents. Such facilities shall provide connections to public sidewalks, trail systems and other compatible land uses.

4. 24-Hour On-Site Facilities Manager. All Institutional Care Facilities shall provide at least one on-site facilities manager 24 hours per day, 7 days per week. The position may either be a live-in manager, or regular employee staffing.

D. **Required Amenities and Development Standards for “Transitional Care Developments”**. The following amenities are required for all “Transitional Care Developments” that are developed under this section. A Transitional Care Development must contain at least two of the following land use classifications to qualify under this section:

- (i) single family unit development (either detached or attached, such as a traditional home or twin home development)
- (ii) congregate care facility
- (iii) assisted living facility
- (iv) nursing home/convalescent home/ rest home
- (v) hospice
- (vi) nursing care facility
- (vii) alzheimer’s facility

The project shall be developed as a cohesive development that will allow residents to remain in the same location during the transition period from total independence to total dependence. The facility should be constructed in a campus setting allowing residents to transition from one location to another within the same complex. These standards do not apply for stand-alone assisted-living facilities, nursing homes, or other similar living arrangements not associated with the campus setting.

1. Parking. Parking for all uses shall be in accordance with Chapter 15-15, Planned Unit Development. No parking shall be permitted in the minimum front, side, or rear landscape setback areas. Unless otherwise approved by the Planning Commission, no parking shall be permitted between the street and all main buildings.

EXCEPTIONS:

- a. Twin-Home Developments may utilize private driveway areas for parking.
 - b. The completed parking ratio may be reduced to one space per unit for any congregate care facility within the development, and to one-half space per unit for any assisted living center or nursing facility within the development, provided that adequate space is created and landscaped that can be converted to additional parking stalls to comply with the minimum standards as set forth in the Planned Unit Development Ordinance in this Chapter. The area that is held in reserve for additional parking shall not be located within a required landscape setback area, and shall not be used in the calculations for any required landscaping or open space coverage percentage. **This exception does not apply to any other type of land use, such as single family dwellings, twin homes, or traditional multi-family projects that may be associated with the Transitional Care Development.**
2. Building Design. All buildings shall have a residential look, utilizing a pitched roof, and incorporate design elements such as dormers, porticos, quoins, windows, shutters, or other residential elements as determined by the Planning Commission during review.
 3. Common Areas. All projects shall provide accessible common areas. For multi-unit enclosed projects, the common areas shall also exist within the building. Such indoor common areas and accents shall include a meeting area, laundry facilities, large furnished lobby, art work within the hall ways. Exterior common areas shall include a walking path, garden area, outdoor sitting area,

and an outdoor eating area. Additional amenities may include an indoor/outdoor swimming pool, pharmacy, beauty salon, nursing station, class rooms and patios.

4. Application of PUD Development Standards. All projects developed under the “Transitional Care Developments” Category shall comply with all requirements of the Planned Unit Development Standards in this Chapter, unless it can be demonstrated to the Planning Commission that the proposed amenities are an appropriate deviation from such requirements.
5. Transportation. All “Transitional Care Developments” shall provide transportation options for its’ residents. Such transportation may include van service operated by the facility or contracted out to a multi-facility provider. Such facilities are encouraged to be located near mass transit lines (bus or rail) to provide alternative travel options for its’ residents.

15-04-05 AutoMall (AM)

- A. **Purpose of the AutoMall District.** The AM (AutoMall) Zone is intended to provide standards for the development of land parcels within the AutoMall Development Area Master Plan. The AutoMall Zone informs the owners of the standards which will be applied in approving or disapproving proposed developments.

The AM (AutoMall) Zone Ordinance refers to a Development Master Plan. A Development Master Plan will be created to assist owners and designers by setting out general design criteria, guidelines and concepts which must be adhered to. The Master Plan will also illustrate design ideas for the developer and Architectural Review Committee to use in interpreting the intent of the Master Plan when reviewing each individual project. Owners and designers should, therefore, also refer to the Development Master Plan for these requirements. The goal of the Development Master Plan is to ensure development of a consistently high quality "planned" environment, thus protecting and enhancing the investment of all those locating within the AutoMall Development area. The AM (AutoMall) Zone does not supersede any Federal, State or local codes, ordinances, or requirements. The most restrictive requirements of such laws and the AM (AutoMall) Zone shall be applied to new and existing developments.

The developer will be required to submit a statement addressing each of the goals in the Master Plan and how they are achieving them with their specific plan.

The master plan and zoning ordinance may be updated in the future as may become necessary and shall be submitted to the Sandy City Planning Commission and City Council for their approvals.

- B. **Architectural Review Committee.** An Architectural Review Committee shall be established by Sandy City. The Committee shall be responsible for the development of a master plan for the AutoMall which will be approved by the Sandy City Planning Commission and City Council and will review and approve of each site development plan. This Committee will also be responsible for interpreting the intent of the criteria set forth in the Development Master Plan. They will also be responsible for recommending amendments and/or changes to the Development Master Plan to the Planning Commission and City Council and any other design criteria, standards, and guidelines relating to the development of lots within the AutoMall area.

1. Membership. The Committee shall consist of seven (7) members. Three (3) members shall be representatives of Sandy City, including one (1) member of the Sandy City Planning Commission, and one (1) member of the Sandy City Council. Also, three (3) shall be represented by landowners within the area which shall initially include the Master Project Developer and two

(2) other landowners, or designated representatives of the automobile dealership landowners, or Landowners' Association. The seventh member shall be selected by the other six and shall be a resident of Sandy City.

There will be no regular meeting times for the Architectural Review Committee. However, the Committee will attempt to meet within seven (7) days after submission of plans and request from applicant.

2. **Procedures.** The Architectural Review Committee shall review all aspects of site plan, landscaping plans, signs and building elevations for their compliance with the Development Code AM (AutoMall) Zone Ordinance and the Development Master Plan.

Prior to the Architectural Review Committee taking action, plans and other required information must be submitted in accordance with the procedure outline in the Site Plan Review section of this Title with respect to submissions to the Planning Commission.

Once the Architectural Review Committee approves the plans, they will immediately be forwarded to the Planning Commission with a conditional use request (if required) for approval on their next available meeting. Plans approved by the Architectural Review Committee may become 'consent' items on the Planning Commission agenda. However, the Planning Commission may withhold approval by citing specific objections and remanding the plans back to the Architectural Review Committee to correct any concerns.

- C. **Extent Of The AM (Automall) Zone.** The requirements of the AutoMall Zone shall apply to all properties within the boundaries of the Development Master Plan. Such area is defined by a northern boundary of the center of 10600 South Street, an eastern boundary of the center of State Street, a southern boundary of the center of 11000 South Street, and a western boundary of Interstate Highway 15.

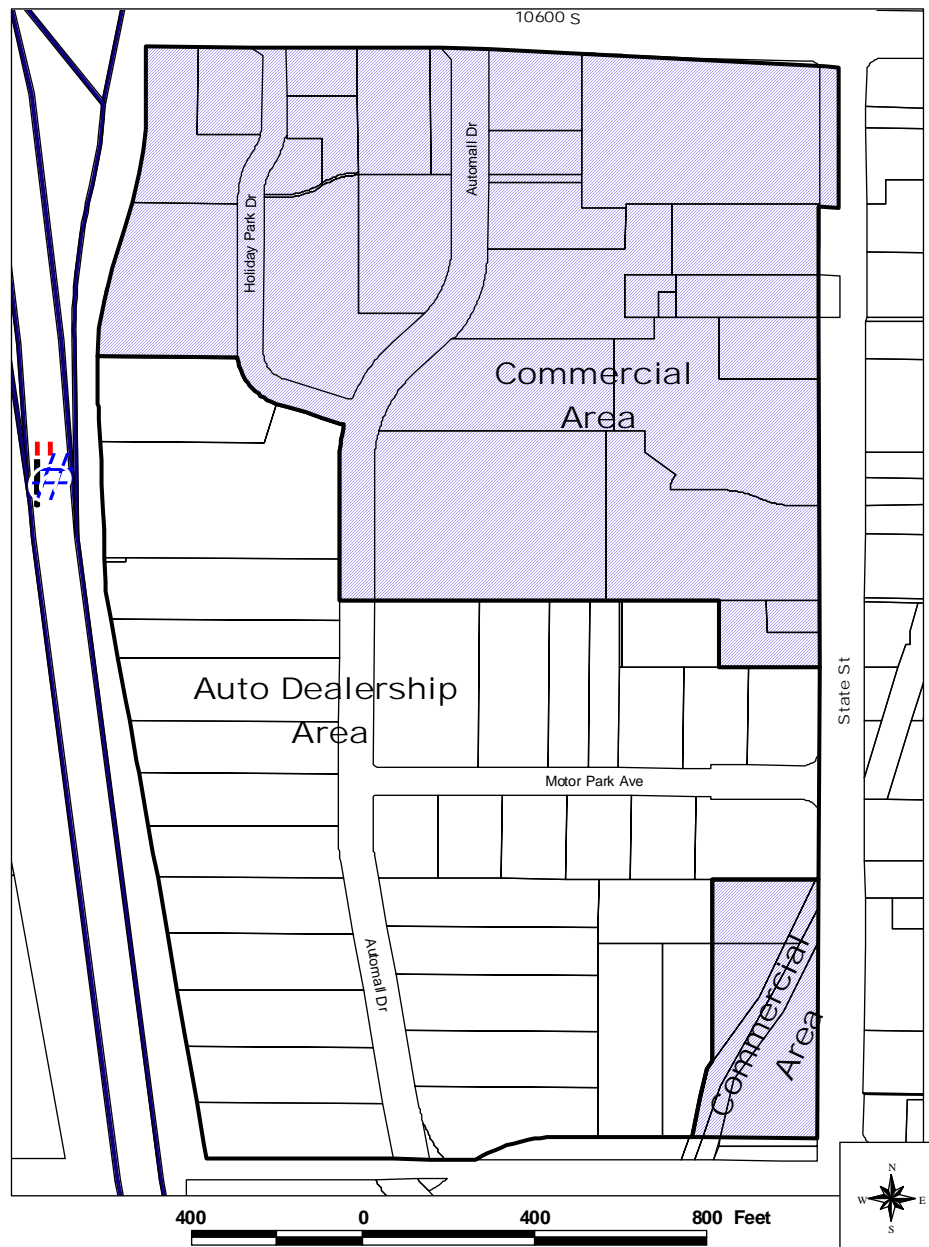
1. **Areas Within The AM (Automall) Zone.** There are two areas within the AutoMall Zone: (1) an auto dealership area for new car dealerships and their accessory uses; and (2) a commercial area.
2. All new developments within each of the two areas shall meet all requirements of the specific area as set forth in the AutoMall Zoning Ordinance as well as applicable provisions of the AutoMall Development Master Plan.

- D. **Additional Conditional Use Criteria.** The following criteria shall be used by the City in determining whether an automotive dealership should be granted a conditional use permit within the designated commercial area of the AutoMall Zone.

1. Automobile Dealerships must be located on an interior dedicated street of the AutoMall zone in a cluster (directly adjacent to each other and have contiguous frontage with other automotive dealership parcels). However, dealerships may have a side property line adjacent to State Street or 10600 South as long as all access is from an interior street.

2. Automotive dealerships must be constructed and maintained consistent with a design and landscaping theme consistent with the AutoMall Master Plan for the automotive dealership area. Such theme shall be approved by the City on recommendation by the Utah AutoMall Association, the Architectural Review Committee, and/or any other interested persons.
3. Automotive dealerships must have established a mechanism to assure long-term maintenance and security of facilities and common areas consistent with standards established by other automotive dealerships within the AutoMall District. This requirement can be satisfied by either:

Automall Subdistricts



- a. Becoming a member of the Utah AutoMall Association which has been established to finance and otherwise facilitate compliance with such standards and of which the majority of other auto dealerships are members; or
- b. By demonstrating that it has established a program of site, landscaping maintenance consistent with the standards of the Master Plan; and participation in the cost of security and maintenance of common facilities (e.g., freeway landscaping, park strip landscaping, special landscape feature area maintenance, common entrance and identification signage maintenance) on an equitable basis.

However, in no case will an auto dealership be required to make contributions toward the cost of common facility maintenance on a basis which is greater than those established for other auto dealerships within the AutoMall District.

E. Development Standards for AutoMall. All provisions of Chapter 15-06, Development, Site and Subdivision Standards shall apply with the following exceptions:

1. Land Coverage. Lot coverage by buildings and covered or semi-enclosed outbuildings shall not exceed 40%.
2. Grading and Drainage. All drainage of water from any lot must follow current Sandy City requirements. Generally, drainage shall not be allowed to flow upon adjoining lots except where the design and layout of the adjoining uses requires. Each owner shall be required to grant an easement for drainage where the Architectural Review Committee requires and where good engineering design dictates to accommodate the overall drainage needs of the developments within the AutoMall Zone area.

A site plan with grading, drainage and clearing plans must be approved by the Architectural Review Committee before any such activities may begin.

3. Utilities. All utility lines shall be underground in the designated easements. No pipe, conduit, cable, lines for water, gas, sewage, drainage, steam, electricity or another energy or service shall be installed or maintained upon any lot (outside of any building) above the surface of the ground except for hoses, movable pipes used for irrigation or other purpose during construction. Transformers shall be grouped with other utility meters where possible and screened with vegetation or other appropriate method.

Each contractor and owner/developer shall be responsible to know the whereabouts of all underground utilities. Protection of such utilities shall also be their responsibility. Prior to construction a contract must be made with "blue stakes" to identify underground electric and telephone lines.

Owners may be required to grant easements for underground utility services and/or may be required to install storm drainage or other common utility systems upon their property in accordance with the Development Master Plan when good engineering design and the needs of the properties within the AutoMall Zone so dictate.

4. Design Standards.
 - a. Architectural Design and Materials. The treatment of building mass, materials and exterior appurtenances shall create an aesthetically pleasing building and site that is in character with

the proportions of other surrounding developments. Architectural character and design must also be consistent with the guidelines that are contained within the Development Master Plan. Requirements applicable to all buildings are stated below:

1. All sides of buildings shall receive design consideration, particularly where exposed to vehicular traffic or adjoining properties.
 2. Buildings shall be designed to relate to grade conditions with a minimum of grading and exposed foundation walls.
 3. All rooftop equipment (mechanical and vents) shall be located or screened so as not to be visible from public streets or Interstate 15. Screens shall be aesthetically incorporated into the design of the building. If located on the ground, screen material may incorporate landscaping or materials compatible with the building.
 4. All drive approaches, sidewalks, curbs, parking lot areas, exterior display pedestals, and other improvements along the street and freeway frontages shall be constructed in conformance with the details, finishes, sizes, materials, and patterns dictated by the Development Master Plan.
 5. Plans for the exterior modifications to any existing structures must be submitted to the Architectural Review Committee for review.
- b. Buffers, Fences and Walls. Special buffers, fences and walls may be required to provide quality separations between public/commercial areas, service, loading, refuse collection, equipment, and storage areas.

Fences or walls will be reviewed for their compatibility and conformance to the Development Master Plan and their location and effectiveness in screening a view and for their color and texture in relationship to building materials and adjoining properties.

5. Building and Parking Setbacks. The Architectural Review Committee and the Planning Commission may require additional setback to those found in further sections of this ordinance if it is found that site characteristics so demand. In such case, the placing of building and parking elements on a site shall be evaluated by the Architectural Review Committee and the Planning Commission on the basis of the following factors:
 - a. Relationship to other buildings both horizontally and vertically.
 - b. Natural land features such as slopes or trees.
 - c. Physical features, ingress and egress.
 - d. Visibility from vehicular approaches and distant highways.
 - e. Type of and use of structure.
 - f. Building height.
6. Parking and Service Area. Location of parking shall be determined not only from its visual relationship to building and site, but also as it relates to safe and convenient pedestrian and

vehicular circulation patterns. Location may also be determined by the relationship and location of customer parking, employee parking, service area parking, vehicular display areas, and circulation patterns thereto on adjoining properties. Combined entrance, access, circulation, service, loading, and parking areas may be required.

Off-street parking must be provided to reasonably accommodate all anticipated customers, employees, and display vehicles. Curb side parking on public streets within the AutoMall will only be permitted in areas especially designed and designated for such use in accordance with the Development Master Plan. Where curb side parking is permitted, this parking shall be reserved for customer use only.

Buildings and improvements upon lots must be designed to accommodate loading, unloading, and refuse collection.

- a. Location and refuse collection areas shall not be permitted between front of buildings and public streets. All refuse collection areas must be screened from view from public and private roads. Public roads shall not be used directly for loading, unloading, or refuse collection.
7. Site Lighting Guidelines. Exterior wall mounted floodlights are expressly prohibited in the front and side car display areas visible from the public streets and Interstate 15. Wall mounted flood lights may be allowed for storage areas behind buildings where not visible. Parking lot, pole-mounted fixtures shall be of a uniform type as designated by the Development Master Plan. Intensities shall be controlled to maintain uniformity throughout the AutoMall area. Design and location of standards and fixtures shall be specified on the site development drawings.
8. Street Lights Within Public Right-of-Way. To the extent not existing, owners will be required to install street lights. All street lights shall be "shoe box" design type fixtures and installed as required by the Sandy City Street Lighting Policy and the Development Master Plan. If proposed site improvements conflict with the location of existing street lights, owner shall be responsible for the relocation.
9. Neon Lighting. May be permitted on a very limited basis. All neon lighting shall be reviewed by the Architectural Review Committee for appropriateness on each individual project.
10. Wrecked or Damaged Vehicle Parking. Not permitted except for vehicles being serviced on site immediately. Such parking areas shall be visually screened from public streets, Interstate 15, and adjacent property by an opaque screen wall of a minimum of a 6 foot height.
11. Landscape, General. The purpose of landscaping guidelines are to maintain the site qualities that exist within the AutoMall area and to minimize alteration, removal, or degradation of landscaping that currently exists.

No plans for any building, structure, or other improvement shall be approved by the Architectural Review Committee unless there shall also have been submitted separate landscape plans. Landscaping in accordance with approved plans must be installed prior to the occupancy of the site or as otherwise approved by the planning staff as seasonal conditions may dictate. The owner shall bond for such landscape improvements to insure that installations are completed as submitted and approved.

The land area not occupied by buildings, structures, hard surfacing, vehicular driveways or pedestrian walkways shall be landscaped as approved by the Architectural Review Committee, except for approved areas specifically designated for future development.

- a. Landscaping and Street Improvements Within Public Rights-of-Way. All public improvements not previously existing in public rights-of-way are required to be provided by the developer at the time of development in accordance with the Development Master Plan.

Existing street improvements shall not be removed, altered, or modified without approval of the Architectural Review Committee and Sandy City.

- b. Site or Property Landscaping. A minimum number of trees and a variety of tree sizes on development parcels is required in accordance with the provisions of the specific areas within the AutoMall Zone and the Development Master Plan.

It shall be the responsibility of the owner to grade, place topsoil, seed, sod, install sprinkler irrigation system, and properly plant trees, shrubs, and other appropriate plant materials.

If construction procedures or utility connection work destroy the street or landscaping improvements, the area must be restored to its previous condition.

The preservation of existing trees within the AutoMall area is desirable, and reasonable attempts shall be made to retain existing trees of good quality and in a healthy condition. A tree survey will be required and the disposition of existing trees shall be reviewed and evaluated during site plan review. Trees removed without approval of the Community Development Department may be required to be replaced with equal sized trees.

The site must be landscaped with trees, shrubs, ground cover, and/or turf. Generally, trees, shrubbery, and ground cover materials shall be selected from the palette of planting materials designated in the Development Master Plan.

- c. Street Trees. If not previously installed, street trees shall be installed along all public rights-of-way by the owner of the property. The species, location, and spacing of trees shall be as shown on the street development standard drawings contained within the Development Master Plan.
- d. Landscaped Feature Areas. To the extent not previously installed, landscaped feature areas shall be provided in areas designated by the Architectural Review Committee. The design contours, location, type, spacing of trees, sidewalks, benches, sculptures, fountains, or other amenities within such feature areas shall be in accordance with standard drawings contained within the Development Master Plan.
- e. Highway Landscaping. Highway landscaping shall be required whenever a front, rear, or side property line is adjacent to Interstate 15. A minimum 10 foot landscaped strip on the east side of the freeway fence shall be required along the entire freeway frontage of all properties. A variety of shrubbery is required in this area to be selected from the landscape palette in the Development Master Plan. Additional landscaping will be placed on the freeway side of the fence through an agreement with UDOT.

The owners of property within the AM (AutoMall) Zone shall be subject to an assessment for the maintenance of such improvements in State rights-of-way even if the owners' properties

do not front the highway.

12. Site Landscaping.

- a. Site landscaping shall be provided in accordance with provisions of the individual use areas and the Development Master Plan.
- b. A variety of tree sizes is required. Use 20% large in a combination of deciduous trees with a caliper greater than 3 inches and evergreen trees with a height greater than 8 feet; 50% medium combination of deciduous trees with a caliper from 2 inches to 3 inches and evergreen trees with a height from 4 feet to 8 feet; and 30% small in a combination of deciduous trees with a caliper of 1.5 inches to 2 inches and evergreen trees with a height of 4 feet.
- c. Uniform Front Landscape Setback. The line between shrubbery/ground cover and lawn shall be separated by a wood or concrete edging and shall follow a meandering or intermittent form. (See Typical Uniform Front Landscape Illustration in the Development Master Plan.)

13. Freeway Fences. Fences along Interstate 15 shall match the general design, style, and spacing as provided throughout the development area according to the design specified in the Development Master Plan.

14. Sidewalk. Sidewalks along State Street and 10600 South shall follow the 8 foot curvilinear design already established on existing developments in the area.

F. Development Standards (Automotive Dealerships Only)

1. Building Mass. Proximity to adjacent structures and walls may dictate height requirements to create a gradual transition between high and low elements.

2. Parking, Storage.

- a. Customer Parking. Each lot shall provide parking in the amount of a minimum of no less than six (6) off-street parking spaces. Customer spaces to be clearly marked and designated and shall be located between the street and any rear lot or service areas.

Additional spaces may be required if industry standards so require for the size and type of dealership.

- b. Employee Parking. It is the intent that employee parking spaces not be visible from a public street. The quantity required shall be equal to the maximum number of employees on any given shift.

- c. Service Area Parking. Provide sufficient spaces to accommodate anticipated parking needs of vehicles being repaired or serviced, but in no case less than one (1) space per service bay. Designated spaces to be marked and reserved for service parking.

- d. New and Used Car Display. Arrangement of parking and circulation at dealer's option. However, coordination with and compatibility to display area on adjoining properties must be considered. All vehicles in front display areas to be properly prepared and cleaned, ready for sale.

- e. Display Vehicle Security. To extent deemed necessary by individual dealer, closely spaced concrete bollards, berms, low security fencing, rails, or curb walls (no higher than 16 inches) may be used. Design must be compatible with project theme and architectural detailing in other parts of the site.
 - f. Inventory Storage Areas. To be provided on site behind buildings or screened areas. To the extent practical, areas for storage should be combined with adjacent properties.
3. Refuse Collection. All refuse collection areas shall be located behind the front building setback and shall be visually screened from public streets, Interstate 15, and adjacent properties by an opaque screened barrier of a minimum of 6 feet in height.
 4. Access and Internal Circulation.
 - a. Driveway Access. Shared driveways to be a maximum of 36 feet wide. Other driveways to be a minimum of 25 feet and a maximum of 32 feet wide. All drives to have 12.5 foot radius. A maximum of two driveways (one shared driveway and one private driveway) will be permitted per lot unless total street frontage of an individual lot exceeds 400 feet (see Typical Lot Development Plan-Access and Circulation Illustration in Development Master Plan).
 - b. Service Area Access. Service write up areas to have sufficient stacking lanes on site to stack a minimum of one per service bay. Stacking lanes shall not block flow of traffic to or from other areas of the dealership.
 - c. Internal Circulation. There shall be no barriers between sites so customers can circulate between lots without having to exit onto a street.
 5. Fences, Screens, and Walls. Fences, screens and walls shall have thematically and compositionally unified screening to separate backlot, service and inventory storage areas, and to create architectural continuity between two adjoining sites. May be achieved by use of similar materials and finishes to the building; landscaping materials or other architectural design features.

Fences shall extend from the side wall of building and be designed as an integral compatible element with the building facade. Location of fences shall be compatible with adjoining property users to permit the common use of gates and accesses.

Fences and walls between adjoining automobile dealership properties generally are not permitted. No chain link or plain concrete block fences are permitted except where not visible from public streets or outdoor sales and display parking areas.
 6. Perimeter Walls and Fences. Generally not permitted or required except where adjoining commercial areas.
 7. Display Pedestals. The quantity, spacing, location, shape, size, design and materials shall be in accordance with the Development Master Plan.

Number of display pedestals allowed in the front setback shall be 1/1000 of street frontage or fraction thereof. Display pedestals shall be a maximum of 2 feet in height above the adjacent sidewalk. (see Display Pedestal Illustration in the Development Master Plan).
 8. Landscaping and Display Areas. Landscaping shall consist of different varieties of shrubberies,

flowers, trees and other planted material in accordance with the Development Master Plan. Berming and shaping of the front landscape areas will be required in the form of random sculptured mounds.

The minimum number of trees to be installed on automobile dealership parcels shall be a minimum of one tree per every 500 square feet of landscaped area.

- a. Landscaping Adjoining Rights-of-Way. Landscaped areas shall be a combination of grass low shrubbery and shrubberies and annual flowers. (Select materials from palettes provided in the landscaping section of the Development Master Plan.)

A minimum of 20 feet of landscaping will be required along with all public rights-of-way.

- b. Building Landscaping. Landscaping shall be maintained at the base of all buildings and decorative fences on elevations facing any public right-of-way or where otherwise approved by the Architectural Review Committee.

A minimum of 8 square feet of landscaping per lineal foot of street frontage shall be required at the base of buildings or within the site area.

Where used, landscaping shall be a minimum 5 feet wide at the base of buildings and decorative walls on elevations facing public rights-of-way. To be landscaped with a combination of shrubberies, flowers, lawn and other planted materials.

Landscaping at the base of raised showrooms may be sloped, or shrubberies that have an initial height of approximately 2 feet may be placed to cover the base of the building.

- c. Rear and Side Property Line Landscaping. Landscaping at the side yards or rear yard areas may be eliminated if the area is not visible from public rights-of-way, or, if the yard area is used in conjunction with an adjoining property for common driveways and/or parking. However a minimum of 10 feet of landscaped area will be required on all sides yards adjoining commercial areas.

Landscaping or other barriers between adjoining dealership properties in the front sales and display areas are prohibited unless otherwise approved by the Architectural Review Committee.

- d. Display Pedestals. Landscaping is required around display pedestals to soften their appearance and height above grade.

9. Architectural Design and Materials.

- a. Retail Showrooms. All building retail showrooms must be elevated to a minimum of 18 inches higher than the grade of outdoor new and used car display area. Any exposed base below the raised areas shall be attractively finished and landscaped.

All buildings and retail showrooms shall be designed to be consistent with the Development Master Plan. A variety of architectural schemes, finish materials, and colors is encouraged within the general guidelines designated therein. The number of different materials shall be minimized on each project.

- b. Showroom Windows. It is the intent that building showrooms be designed to maximize exposure facing the street. Accordingly fronts should be primarily glass with ceiling heights encouraged to be no less than 12 feet.
 - c. Materials. Building materials shall be selected which require low maintenance. Metal building wall panels and unpainted plain concrete wall are generally prohibited. Roofs shall not be exposed unless they are part of the decorative or architectural treatment of the building.
10. Site Lighting. All front new and used display areas shall be uniformly lit with pole lights of uniform type, height, spacing, and intensity. (See Typical Site Development Plan-Lighting Illustration in the Development Master Plan).

G. Additional Development Standards (Automotive Dealerships Adjacent to Interstate 15)

1. Site or Property Landscaping. A 10 foot minimum landscape strip shall be required along the Interstate 15 right-of-way (in addition to landscaping between property line and the freeway lanes). Such area shall be planted with shrubberies, ground covers, and other landscape elements in accordance with the Development Master Plan.

Landscaping must be provided at the base of buildings on all frontages and sides facing Interstate 15 and such landscaping must contain trees.

2. Architectural Design and Materials. The design finishes and materials of all building sides facing Interstate 15 must be of the same type and quality as that used for other building facades.
3. Inventory Storage Areas. Rear parking areas on parcels facing Interstate 15 shall be laid out and maintained to be sensitive to the exposure from the freeway.

H. Additional Development Standards (Applicable to Commercial Developments Only)

1. Location. The location of all commercial areas is designated on the Development Phasing Illustration in the Development Master Plan.
2. Automobile Service and Repair Facilities. Screen overnight parking areas from adjacent commercial and dealership front display areas.
3. Building Mass. Proximity to property lines, adjacent structures, and walls may dictate height requirements to create a gradual transition between high and low elements.
4. Access and Internal Circulation. All provisions of Section 15-13, Performance and Development Standards, of the Sandy City Development Code, will apply with the following exceptions:
- a. Access Locations. Private access to be located no closer than 20 feet from the edge of the driveway to a common property line unless shared with an adjacent driveway.
 - b. Internal Circulation. Cross easements shall be required to permit perpetual common use of common drives, parking areas and service areas at no cost to the adjacent property owner unless it can be demonstrated that significant cost to the adjacent property owner will be incurred.

- c. Parking Stalls. First stall perpendicular to driveways shall be a minimum of 40 feet back from curb line to provide proper existing vehicle stacking.
5. Fences, Screens, and Walls.
 - a. Fences and walls between properties are discouraged.
 - b. Materials. To be made of decorative masonry and/or concrete and of a design, style, and finish the same as or compatible to building. Wood, iron and masonry decorative elements may be utilized. No chain link or plain concrete block walls will be permitted.
 - c. Freeway Fences. Fences along Interstate 15 shall match the general design, style, and spacing as provided throughout the overall freeway fence design. (See Freeway Fence Illustration in the Development Master Plan.)
6. Landscaping.
 - a. Site or Property Landscaping. The perimeter of all commercial sites shall be landscaped except where a common drive or private right-of-way exists.
 - b. Front Yard Areas. Shall have a minimum of 20 feet of landscaping adjacent to the right-of-way except that 30 feet shall be required on 10600 South and State Street.
 - c. Periphery Areas. Periphery of paved areas adjacent to building or property lines, but not including street frontages, shall maintain a tree-density standard of one tree per every 250 square feet of landscape area required.
 - d. Building Base Areas. Landscaping must be provided at the base around the perimeter of all buildings or structures except at entrances or service areas or where otherwise specifically permitted by the Architectural Review Committee.
 - e. Adjacent to Streets. All 30 foot landscape areas adjoining public rights-of-way on 10600 South and State Street shall have a random sculptured mounding or berms that are a minimum of 3 feet high measured from the back of adjoining sidewalk.

In areas where only 20 feet of front landscaping occurs, maximum height of berms or mounds shall be 2 feet high measured from the back of adjoining sidewalk.
 - f. Building Front Landscaping. Minimum of 5 feet at base around perimeter of buildings except at entrances and service areas. Provide 5 feet around fences and walls between wall and private right-of-way.
 - g. Perimeter Landscaping. Minimum of 10 feet to be provided on side and rear property lines except where common drives or private rights-of-way exist. May be reduced to 5 feet on either side of a common property lined if adjoining commercial sites are developed as planned units. May be eliminated completely if common jointly used parking area provided. Rear yard landscaping may be eliminated if backing on auto dealership service area or where not visible from public rights-of-way, adjoining commercial areas or site parking areas.
7. Architectural Design and Materials. Building materials shall be selected which require low maintenance. Metal building wall panels and unpainted plain concrete block walls are prohibited.

Roofs shall not be exposed unless they are part of the decorative or architectural treatment of the building. Generally, basic materials shall be minimized on each project. Freeway elevations to be of same general type and quality as that used for other building frontages.

8. Site Lighting. All parking areas shall be uniformly lit with pole lights of uniform type, height, and intensity according to the Development Master Plan.

I. Hardscape Standards

All hardscape design for driveways, sidewalks, etc., shall be in accordance with all provisions of and the palette materials and layout listed in the Development Master Plan.

J. Signs

All signs shall comply with Chapter 15-10, Sign Regulations, of the Sandy City Development Code with the following exceptions:

1. General Standards. The following criteria shall govern the construction, placement, and type of all signs within the AutoMall development area.
 - a. Location of all ground mounted signs except directional signs shall be a minimum of 3 feet from front property lines and 10 feet from edge of driveways or as may be required by the Sandy City Traffic Engineer for traffic safety and visibility.
 - b. No exposed raceways, ballast boxes, transformers, or conduits permitted.
 - c. Illuminated signs to be internally lighted by fluorescent or neon tubes. Exposed neon may be permitted as an accent or decorative sign element. Exposed neon shall be reviewed by the Architectural Review Committee for appropriateness with the overall sign design theme for the AutoMall.
 - d. No flat-faced box or cabinet type sign with painted copy shall be permitted.
 - e. Monument signs fronting 10600 South and State Street shall be allowed monument signs only.

In addition, no freestanding signs, off-premise signs or billboards shall be permitted on any parcel within the AutoMall District with the exception of the one freestanding "Utah Auto Mall" Identification Sign proposed for the entire Auto Mall District along the Interstate 15 freeway frontage.

- f. All proposed signs that meet the criteria set forth in this Code shall be approved by the Sandy City Planning Staff after review by the Architectural Review Committee.
2. Identification Signs for the AutoMall Area. Off-premise signs shall not be allowed except for the following:
 - a. Freeway Identification. One freestanding freeway pylon to identify the AutoMall will be permitted. Size and height of freeway identification sign shall be reviewed by the Architectural Review Committee and approved by the Sandy City Planning Commission.

Freeway identification sign may include a lighted reader board or other form of moving display on which advertising of community events and AutoMall promotional activities may be shown. No dealer logos, names, or vehicle type identifications will be permitted.

- b. Entrance Signs. Two (2) freestanding signs to identify the entrances to the AutoMall will be permitted at the entrances located at 10600 South and Auto Mall Boulevard and the other at State Street and 10865 South Street. Additional entrance signs may be provided to accommodate future phases. Size and height of entrance signs shall be reviewed by the Architectural Review Committee and approved by the Sandy City Planning Commission. No dealerships' logos, names, or vehicle type identifications permitted.
- c. No additional freestanding signs for commercial businesses or auto dealerships will be permitted.

3. Street Identification/Monument Signs.

- a. Location. Must be located within the required front landscape setback area. No closer than 75 feet from a common lot line, nor 35 feet from a landscape feature area. Location, and spacing subject to approval of Architectural Review Committee.
- b. Quantity. One sign per site, per interior street frontage, except that additional signs may be permitted in special cases for auto dealerships having multiple dealerships upon the same site and must be a minimum of 100 feet between signs.
- c. Copy. Copy shall emphasize the manufacturer's brand. The dealer's name or other information shall be secondary to brand name. Signs for businesses within the commercial area shall primarily identify the name of the business.
- d. Size. Overall dimension of sign faces shall be higher 7 feet 6 inches (7'6") high by 8 feet wide or 6 feet high by 10 feet wide. Maximum height above street curb shall not exceed a total of 9 feet (including sign area, support base and/or berm). Signs may be located within the overall property's bermed area, however, overall sign height still shall not exceed 9 feet above top of street curb.

Monument signs for businesses adjacent to 10600 South or State Street shall follow the number, maximum square footage and height above curb standards stated in Section 15-17 (Signs) of the Sandy City Development Code.

- e. Construction. To be permanently mounted on foundations and footings, conforming to UBC. Structural elements shall be concealed unless such elements are part of the decorative configuration. To be constructed of durable and permanent solid masonry, metal panels, or other finish material the same as or compatible with that used on main building. Lighted areas must be on solid background.
- f. Support Bases. All monument signs shall incorporate a support base of a minimum of 1 foot and a maximum of 3 feet above grade. Base height shall be included in the overall height allowed but will not be included in the square footage allowed. Support base material shall be similar to that of the primary building material of the site on which the sign is located.

4. Building Signs.

- a. Location. To be mounted on building facades, parallel to and contiguous with the wall upon which sign is attached. May be attached to screen walls or service buildings facing street. Location and spacing subject to approval of Architectural Review Committee.
 - b. Quantity. One sign per street frontage. Signs may be permitted on building facades facing Interstate 15 upon review by the Architectural Review Committee.
 - c. Copy. May contain brand(s) of vehicle sold, manufacturer's logo, dealer's name, identification of used cars or trucks, secondary manufacturer's lines, or similar identification. Sign on buildings within the commercial areas shall primarily identify the name of the business.
 - d. Size. Signs may measure up to a maximum of 15% of the primary building wall square footage. Size of secondary signs shall not exceed 5% of that building wall square footage. (See Typical Building Sign Illustration in the Development Master Plan.)
 - e. Construction. To be internally illuminated individual pan-channel or channel-lume construction.
5. Street Directional Signs.
- a. Location. Behind property line at driveway areas, subject to approval by Architectural Review Committee.
 - b. Size. Maximum of 6 square feet per sign, per entry drive. Maximum height shall not exceed 4 feet above adjacent sidewalk or curb height.
 - c. Copy. May include directions to entrances, exits, service areas, parts departments, customer parking, etc. Maximum letter height shall not exceed 6 inches.
 - d. Construction. Materials and bases shall be compatible with monument signs. May be double-sided. Illustration not required. (See Directional Sign Illustration in the Development Master Plan.)
6. Internal Directional/Destinational Signs.
- a. Location. Behind uniform front landscape setback as approved by the Architectural Review Committee. Signs may be freestanding in landscaped planters or attached to fences or walls.
 - b. Size. Maximum to be 36 inches high by 48 inches wide. Base height may be 36 inches above adjacent grade.
 - c. Copy. May be multi-line with maximum letter height of 3 1/2 inches. May include messages such as service areas, showrooms, customer parking, parts, etc.
 - d. Construction. Materials and bases shall be compatible with monument signs. May be double-sided. Illumination is not required (see Internal Directional/Destinational Signs in the Development Master Plan).
 - e. Quantity. The number of sign shall be limited only to those reasonably necessary to direct vehicular traffic.

7. Information Signs.

- a. Location. To be on building elevations, fences, or other solid backing.
- b. Size. Combined area of all signs shall not exceed 16 square feet with maximum letter height of 12 inches. If letter height does not exceed 8 inches, may increase total sign area for such signs to 20 square feet. Combined area of other information signing may measure up to 6 square feet with maximum letter height of 8 inches.
- c. Copy. May include messages such as parts, services, used cars, etc.
- d. Construction. To be single-sided, mounted flat, with depth no greater than 1 inch. Individual cut-out letters recommended but not necessarily required. Signs shall not be painted on building facades. All information signs to be of same color, letter style, and design. (See Information Sign Illustration in the Development Master Plan.)

8. Standards for Temporary Signs (Auto Dealer Area Only).

- a. The Auto Dealer portion of the Automall Zone shall comply with the following standards:
 - (1) Temporary signs shall not be placed in or over a public right-of-way, or within the common landscape area for the Automall Development.
 - (2) Temporary signs shall not flash, blink, spin, rotate, block traffic visibility, constitute a vehicular or pedestrian traffic hazard, or cause a public nuisance of any kind.
 - (3) They shall not be attached to telephone poles, fences, or trees.
 - (4) They must be firmly secured.
- b. Special Promotion Periods. The Automall Auto Dealers Association may apply for twenty-one [21] special promotion periods during the calendar year. Each period may not exceed 5 days in length. The periods shall not be combined to run consecutively, and must be separated by nine [9] calendar days between display periods. A temporary sign permit is required. The permit shall be valid for all areas of marked "Auto Dealers" on the zoning sub-district map, regardless of the applicant. The following types of sign devices may be used during these permitted periods. No other sign device may be displayed unless listed below:
 - (1) Banners attached to the buildings or light poles (may not be attached to landscaping)
 - (1) Vehicle decorations, including antenna flags, balloons, and windshield paintings.
 - (2) Tall balloons designed to attract attention from long distances.
 - (3) Spot lights
 - (4) Inflatable objects, such as "gorillas", "soda cans", etc. that create a larger than life image for the purpose of advertising a specific product or to bring attention to a special promotion.

- c. Prohibited signs include: A-frames, pennant flags, bus bench advertising (unless otherwise specified by Chapter 15-10, Sign Ordinance).
- d. Temporary Signs Allowed Without a Permit. Holiday Periods. A business may advertise a special service, product or sale during the following holiday periods without a permit (the sign devices listed in subparagraph “b” above) may be utilized:

Holiday Period	Length of Display
Presidents Day - February	5 days
Easter - March or April	5 days
Memorial day - May	5 days
July 4th - July 24th	5 days each
Labor Day - September	5 days
Thanksgiving - November	7 days
Hanukkah, Christmas, New Year's	19 days starting Dec. 15 and ending Jan. 2

K. **Maintenance.** All owners of property shall maintain all buildings, landscaping, fences, walls, drives, parking lots, signs or other structures located upon the property in good and sufficient repair and shall keep such premises painted, windows glazed and otherwise maintain the property in a safe and aesthetically pleasing manner. Lawns shall be kept in a mowed conditions. Pavement shall be kept true to line and grade and in good repair. Drainage ditches shall be kept clean and free of any obstacles.

1. General. Remedial action shall be taken by the property owner to repair and prevent soil erosion on the property. No unsightly condition will be allowed. Any undeveloped pad in a development parcel shall be appropriately maintained free of weeds and debris.
2. Damaged Property. Any structure, planting, driveway, parking lot, or service area which is damage by the elements, by vehicles or from fire or any other cause shall be repaired as promptly as the extent of damage will permit.
3. Vacant Buildings. Buildings which should happen to be vacant for any reason, shall be kept locked and the windows glazed in order to prevent the entrance thereto by vandals.
4. Landscape Maintenance. Individual property owners to be responsible for maintenance of all landscaped areas. The overall aesthetic effect of the landscape shall be evergreen and thriving in accordance with the design intent. Continuous maintenance of all planted and hard-surfaced areas is required, including parking lot sweeping and regular removal of litter so as to have a neat and clean condition at all times. Dead trees, lawns, ground covers, and shrubbery areas must be promptly replaced. Areas featuring annual flowers to be promptly planted in the spring and maintained to winter.

15-04-06 Research and Development Park District

- A. **Purpose of Research and Development Park District.** The Research and Development Park District (RD) is designed to provide locations for commerce, service and employment activities which locations and site improvements are built such that a desirable appearance is projected toward public streets and such that compatibility can be maintained with adjacent land uses. Except for limited accessory and ancillary uses, and planned unit developments for areas east of Interstate 15, the RD District provides for employment locations which are characterized by office and compatible research, corporate headquarters, and campus-like development with substantial visual amenities which can function in areas close to residential areas as well as other similar uses within the RD District.
- B. **Planning Commission Review of Developments in RD District.** The Planning Commission will review all development proposals in the RD Zone. All exterior construction visible from adjacent properties or public streets must also be reviewed and approved by the Planning Commission.
- C. **Land Coverage.** It is the intent to prevent the overcrowding of land within the RD District by controlling the intensity of different types of land uses.
1. Lot coverage by buildings and covered or semi-enclosed outbuildings (excluding parking terraces) shall not exceed forty [40] percent.
 2. Coverage for both buildings and paved areas (parking, loading and circulation) shall not exceed ninety [90] percent, thereby reserving a minimum of ten [10] percent for landscaped areas after completion of any future expansion.
 3. Existing developments may expand only to the extent of the coverage limits above. If such existing developments currently exceed the above coverage limits, expansion shall not occur.
 4. Parking terraces and underground parking is strongly encouraged and shall be required for structures of five [5] stories or more. The parking terrace may be constructed in subsequent phases with the approval of a development agreement between the developer and Sandy City and the Planning Commission. A Master Site Plan shall be submitted and reviewed by the Planning Commission, showing all phases of the development, including the parking terrace. The signed development agreement shall be recorded as a deed restriction upon the property, binding to all future developers and property owners of said development. An architectural review committee shall be formed to review the design of all parking terraces.
 5. Surface parking (permanent or temporary) may be allowed in addition to a parking structure upon the approval of the Planning Commission where it can be shown that the phasing plan, size and scope of the project would require some surface parking (e.g., stand-alone restaurant, bank, etc.)
- D. **Development Standards Specific to RD District.** The following standards are to be considered as applying specifically to development in the RD District in addition to general standards provided in Chapter 15-06, Development, Site and Subdivision Standards.
1. "Planned Research, Development or Office Park". Regardless of the size and ownership of individual parcels, a "Planned Research, Development or Office Park" conceptual plan must be submitted to the Planning Staff for review and approval by the Planning Commission. The Plan must show both existing and reasonable projected development on adjoining properties, determined through consultation with adjoining owners.
 - a. The intent of the above is to achieve a consistent overall planned development with consistent

site standards when the project area is completely built out.

- b. Expansion of existing developments not previously having a "Planned Research, Development or Office Park" approval shall require Planning Commission approval at the time of expansion unless it is determined unnecessary through consultation with the Community Development Director and the Planning Commission.
2. Residential Uses. The following shall apply to residential development:
 - a. Not less than 15% of the gross living area of a residential use shall be provided as common residential recreation space. This requirement may be accomplished with indoor or outdoor facilities such as roof tops, atriums, covered or outdoor swimming, etc.
 - b. The physical separation of pedestrian and vehicular traffic is encouraged.
 - c. All residential developments shall comply with standards for Planned Unit Developments. The more restrictive ordinance shall apply.
 3. Signage. Proper design and placement of signs and their lighting is critical and shall be compatible with structures and uses. Off-premise signs or billboards shall not be permitted within the RD zone.
 4. Landscaping. Landscaping guidelines are established to maintain the site qualities that exist in the RD Zone area and minimize alteration, removal, or degradation of landscaping that currently exists in the area.
 - a. Project Approval. No plans for any building, structure or other improvements shall be approved by the Planning Commission unless there shall also have been submitted separate landscape plans satisfactory to the Planning Commission.
 - b. Installation Timing. Landscaping in accordance with the plans submitted must be installed within 30 days following the occupancy of the site or as otherwise approved by the Planning Division as seasonal conditions may dictate.
 - c. Weed Free. The land area not occupied by buildings, structures, hard surfacing, vehicular driveways or pedestrian walkways shall be kept in a weed-free condition or landscaped, as approved by the Planning Commission.
 - d. Bonding. The developer shall bond for such landscape improvements to ensure that installations are completed as submitted and approved. Performance assurance requirements for landscape improvements shall be the same as required by the City for street improvements.
 - e. Plant Materials.
 1. 60% Medium trees and shrubs in a combination with deciduous trees with a caliper from 2 to 3 inches as measured one [1] foot above grade, and evergreen trees with a height from 5 to 8 feet.
 2. 40% Small trees and shrubs in a combination with deciduous trees with a caliper of 1 ½ to 2 inches as measured one [1] foot above grade, and evergreen trees with a height of 4

feet.

3. Where possible, a 50/50 mix of deciduous and evergreen tree species shall be used for on-site landscaping.
4. Street trees with a minimum 2 inch caliper as measured two [2] feet above grade shall be installed along all public rights-of-way by the developer of the property. The species-type, location, and spacing of trees shall be as shown on the approved landscape plan, in compliance with designated streets within the City's Streetscape Plan.
- f. Installation. It shall be the responsibility of the developer to grade, place topsoil, seed, sod, install sprinkler irrigation systems, and properly plant trees, shrubs, and other approved plant materials.
- g. Maintenance. It shall be the responsibility of the developer and subsequent property owners to properly maintain landscaped areas including watering, mowing, pruning, fertilizing, and the removal and replacement of dead plant materials in a timely manner. Pruning trees for "exposure" is prohibited.
- h. Vegetation Removal. Removed vegetation shall be replaced with equal or better quality plant materials. Trees that are necessarily removed shall be replaced with trees with comparable total caliper. Street trees that are necessarily removed shall be replaced with comparable individual caliper in compliance with the City's Streetscape Plan, unless otherwise approved by the Planning Division.

When utility connections or other disturbances are made to existing landscaped areas the existing landscaping must be replaced to its previous condition. Other modification of landscaped areas shall require approval by the Community Development Director.

5. Buffers, Fences, And Walls. The intent in having special buffer, fence, and wall requirements is to provide quality separation between incompatible commercial uses, and to provide physical and visual protection between commercial and residential uses.

Landscape buffers are preferred over fences and walls where a separation is desirable. A visually open look should be encouraged between similar uses. Visual screening is often more important than a physical separation and the Planning Commission may, at its own option, require special treatment of such areas.

Buffer treatment may be required whenever a change occurs between residential and non-residential uses. Additional landscaping and screening may be required at the discretion of the Planning Commission within the setback which separates the uses. Fences or walls will be reviewed for their effectiveness in screening a view, and for their color and texture in relationship to building materials.

Where differing uses are to be developed adjacent to existing residential areas, special consideration shall be made to protect the privacy of residents and requirements shall be the discretion of the Planning Commission. As a minimum, the negative effects of noise and artificial lighting shall be minimized to protect existing residents.

Service areas shall be properly screened. Outdoor lighting shall be designed to prevent exposure of light source to the view of residents. Facilities that require late night customers and activities

shall be located away from residential areas to reasonably prevent disruption of privacy.

6. Parking Areas. Parking areas shall be considered as structures since they present a three-dimensional appearance when occupied.
 - a. Location of parking shall be determined not only from its visual relationship to building and site, but also as it relates to safe convenient pedestrian and vehicular circulation patterns. The placing of building and parking elements on a site shall be evaluated by and Planning Commission on the basis of the following factors:
 - (1) Type of land use and structure.
 - (2) Building height and configuration.
 - (3) Relationship to other buildings both horizontally and vertically.
 - (4) Natural land features such as slopes and vegetation.
 - (5) Physical features such as rail lines, canals, and controlled ingress and egress.
 - (6) Visibility from vehicular approaches and distant highways.
 - b. Parking shall not occur adjacent to any public street or the freeway except when:
 - (1) It has been established that such a location is needed or justified by other site conditions or building entrance orientation.
 - (1) The use is restricted to visitors and/or key employees.
 - (2) Parking is 80% screened by fencing, walls, and/or landscaping from the highway or street by either depressing the paved areas or using elevated landscape berms.
 - (3) A minimum of 10 feet of landscaped screening consisting of mixed evergreen and deciduous trees shall surround the periphery of paved areas adjacent to buildings or property lines. The number of trees for this area shall be determined by a standard of 1 tree per every 200 square feet of landscaping required.
7. Service & Loading Areas. Loading and refuse collections areas shall not be permitted between buildings and streets, and must be screened from view of public and private streets. Streets shall not be used directly for loading, unloading, or refuse collection. Building and improvements upon lots must be designed to properly accommodate loading, unloading and refuse collection. Loading and refuse collection areas shall be properly screened meeting standards stated herein.
8. Outdoor Lighting. All street light fixtures shall be installed to prevent light glare from adversely affecting adjacent properties. Exterior wall mounted floodlights are expressly prohibited. For parking lot lighting, pole mounted fixtures are recommended. Lighting of all pedestrian pathways is recommended. Lighting of a building and site identification signs are permitted as allowed by this Title.

Lighting will be judged as to how adequately it meets its intended purpose. Design and location of standards and fixtures shall be specified on the site development drawings. Intensities shall be

controlled so that neighboring areas will not be adversely affected by glare or excessive direct light. All street lights shall conform to standards and requirements as defined by the Sandy City Public Utilities Department.

9. General Maintenance. An overall maintenance schedule shall be implemented by property owners in maintaining all buildings, landscaping, fences, walls, drives, parking lots (including surfacing & striping, signs, or other structures. The above shall be maintained in good and sufficient repair in a safe and aesthetically pleasing manner. Roads and pavements shall be kept true to line and grade and in good repair. Drainage ditches shall be kept clean and free of any obstacles.

E. **Architectural Design and Materials within the RD District.** The treatment of building mass, materials and exterior appurtenances shall create an aesthetically pleasing building and site that is in character with the proportions of other surrounding developments. Requirements applicable to all buildings are stated below:

1. All sides of buildings shall receive equal design consideration, particularly where exposed to vehicular traffic and adjacent properties.
2. Basic materials. All buildings within the development shall possess a similar architectural theme. Preferred materials include, but are not necessarily limited to, architecturally treated pre-cast concrete, brick, stone, granite, ceramic tile, architectural metals and non-reflective glass. All residential are to be predominantly brick or masonry. Limited amounts of stucco and masonite siding may be considered if the quality of the design merits such consideration. Color, building materials, and architectural design may vary (such as tilt-up concrete walls with embossed design/texture or an increase in the amount of stucco) if approved by the Planning Commission as being compatible with adjacent development, or as part of a multi-building single project development. Building styles shall be compatible with existing buildings in the RD Zone.
3. Buildings shall be designed to relate to grade conditions with a minimum of grading and exposed foundation walls.
4. Color of exterior building materials shall be composed of earth tones to encourage buildings to blend into the environment, unless otherwise approved by the Planning Commission.
5. Mechanical equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or on the roof. Screen materials shall be compatible with those of the building.
6. Plans for the exterior modifications to any existing structures must be submitted to the Planning Commission for approval and must meet the same requirements as all other structures within the RD Zone.
7. Architectural Review Committee. An Architectural Review Committee for the RD Zone shall be established by Sandy City. The Committee shall be responsible for the review and recommendation of each site development plan as forwarded to them by the Community Development Director. They will also be responsible for recommending amendments and/or changes to the Development Code for the RD Zone to the Planning Commission and City Council and any other design criteria, standards, and guidelines relating to the development of lots within the RD Zone area.

- a. **Membership.** The Committee shall consist of seven (7) members. Three (3) members shall be representatives of Sandy City, including one (1) member of the Sandy City Planning Commission, one (1) member of the Sandy City Council and one member of the Sandy City Planning Staff. Also, four (4) members shall be represented by residents or RD businesses of Sandy City. All committee representatives, with the exception of Sandy City Staff, the City Council representative and the Planning Commission representative, shall be appointed by the Mayor. The City Council representative and Planning Commission representative shall be selected by their respective bodies. The City Staff member shall be selected by the Community Development Department Director.

There will be no regular meeting times for the Architectural Review Committee. However, the Committee will attempt to meet within seven (7) days after submission of plans and request from applicant.

- b. **Procedures.** The Architectural Review Committee shall review all aspects of the project plans including the signs and architectural building elevations for their compliance with the Development Code.

Prior to the Architectural Review Committee taking action, plans and other required information must be submitted in accordance with the procedure outline for Site Plan Review as described in this Title with respect to submissions to the Planning Commission.

Once the Architectural Review Committee approves the plans, they will immediately forward a recommendation to the Planning Commission with a conditional use request (if required) for their approval on the Planning Commission's next available meeting. The Planning Commission may withhold approval by citing specific objections and remanding the plans back to the Architectural Review Committee for further review and recommendation.

- c. **Scope of Review.** The Architectural Review Committee shall review major projects as determined by the Community Development Department Director.

15-04-07 **Mixed Use Zone**

- A. **Purpose.** This Chapter is established to provide a zone to be used near city transportation corridors that allows a mix of specific land uses that are typically found separately in 'mutually exclusive' zoning districts. Mixed use represents a departure from characteristic zoning to the extent that it encourages a combination of land uses which might normally be regarded as incompatible.

The intent of this zone is to create self-sustaining 'villages' that become walkable neighborhoods, in which residents may walk to work, to shopping, to recreational facilities, and have access to mass transit. These neighborhoods are to provide a variety of housing opportunities and choices that include a range of household types, family sizes, and incomes. They shall provide convenient pedestrian commercial services, employment opportunities, and shall be located in areas with existing, or probable future, multiple transportation choices. Design standards include requirements that help provide a true 'neighborhood' by stipulating various mix of uses, 'build to' lines, compact building design, preservation of open space, pedestrian friendly streets and streetscape, parking concealment, architectural control, and maintenance. Proposed developments with increased land intensity and housing density but without the above 'walkable' elements are unacceptable and will not be approved.

B. **Procedures**

1. The Planning Commission will review all development proposals in the MU Zone. All exterior building elevations visible from adjacent properties or streets must also be reviewed and approved by the Planning Commission.
 2. Prior to the Planning Commission taking action, plans must be submitted in accordance with the zoning ordinance.
 3. All submissions shall be made well in advance of planned construction for proper coordination and feedback, and shall be reviewed by the City Development Review Committee and/or respective architectural review committee before submittal to the Planning Commission.
 4. For a typical building project, 12 copies of the required information must be submitted for complete review and recommendation by the Planning Commission. One copy will remain on file with the Planning Division and the second copy will be returned with comments. Communication with the Planning Commission may be directed to the Community Development Director.
 5. The owner's representative, for on-going coordination with the Planning Commission, must also be identified including address and telephone number.
- C. **Land Coverage.** It is the intent to create efficient usage of land within the Mixed Use District by controlling the intensity of different types of land uses and providing sufficient critical mass to create a walkable neighborhood.
1. Coverage for both buildings and paved areas (parking, loading and circulation) shall not exceed 90 percent, thereby reserving a minimum of 10 percent for landscaped areas and open space.
 2. Parking terraces and underground parking is strongly encouraged. Surface parking (permanent or temporary) may be allowed in addition to, or in lieu of a parking structure, upon the approval of the Planning Commission, where it is screened from streets and where it can be shown that the phasing plan, design, size and scope of the project substantially provides a walkable community.
 3. A signed development agreement, approved by the Planning Commission, shall be recorded as a deed restriction upon the property. Said agreement shall be binding to all future developers and property owners of said development, including the provision of homeowners' associations and/or other methods of preserving development standards and maintenance of facilities and landscape.
- D. **Uses Allowed** In order to achieve an overall 'walkable' development, appropriate land uses, pedestrian connections, cross-easements, common driveways, consistent site standards, etc. must be coordinated, even though properties may be individually owned. In order to encourage pedestrian activity and to improve air quality, drive thru windows are not permitted in conjunction with uses such as fast food restaurants, dry cleaners, banks, etc.
1. **Location Restrictions.** Mixed use developments shall be located along transportation corridors and other locations where 'walkable' components (i.e. housing choices, convenience commercial, employment, community facilities, transportation linkages, park or other open space, schools, churches) are already present, planned, or where the size and scale of development is such that said components can be provided within the project itself.
- As a guiding principle, mixed use components should be within a five minute (or 1/4 mile) walking distance. The actual blend of 'vertical' and/or 'horizontal' mixed use development shall be determined by the Planning Commission depending upon the size, scale, and location of the

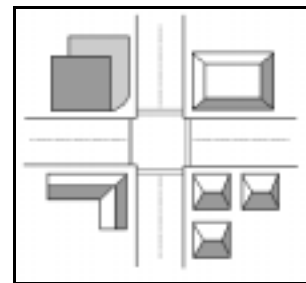
development. Where size and scale permit, housing units shall include a mix of housing types, housing size, and number of bedrooms, encouraging neighborhoods with a mix of family cycles and incomes.

2. **Ancillary Uses.** All permitted and conditional land uses within the MU Zone may conduct ancillary uses, as specifically defined in §15-15, Definitions, of the Land Development Code, Revised Ordinances of Sandy City, provided such use is not regulated by other sections or is listed as a prohibited land use in this zone.

E. **Development Standards.** The following standards are to be considered as applying specifically to development in the Mixed Use (MU) District in addition to general standards provided elsewhere in this Code.

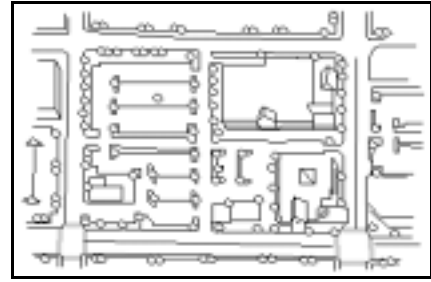
1. **"Mixed Use Master Plan"**. Regardless of the size and ownership of individual parcels, a walkable "Mixed Use Master Plan" must be submitted to the Planning staff for review and approval by the Planning Commission. The Plan must show all phases of the development (including any phasing plans) and both existing and reasonable projected development on adjoining properties, determined through consultation with city staff and adjoining property owners.
 - a. The intent of the above is to achieve a consistent overall mixed use development with uniform and compatible site standards when the project area is completely built out. Standards that will be applied to a Master Plan are set forth in this chapter.
 - b. Remnant parcels left from old developments, rebuilds of existing parcels, or pads within existing center developments, are required to make reasonable compliance with mixed use development standards through consultation with the Community Development Director.
2. **Parcel Size.** Parcels shall be of sufficient size to assure compliance with building setbacks, landscaping, access, parking, and walkability standards.
3. **Building Placement and Massing**
 - a. **Setbacks.** Building facades shall comprise at least 70% of each street edge identified as "build-to lines." To meet this requirement, building facades must be 0-5 feet from streetside (typically inside edge of sidewalk) property lines where build-to lines are drawn. Awnings and architectural features may project beyond build-to lines, as approved by the Planning Commission. Streetside setback variations may be used when an activity related to pedestrian use is maintained, i.e. special landscaping, outside seating for a restaurant. Recessed plazas, courtyards, and trellises are encouraged.

Zero lot line side setbacks with attached structures, in compliance with the Uniform Building Code may be required except for necessary driveway access, pedestrian access, open space, and landscape areas. Rear setbacks shall be of sufficient depth to allow proper parking and landscaped areas to the rear of the buildings. Unless otherwise approved by the Planning Commission, rear yards and the rear of buildings shall not directly abut streets. If the rear of building is approved adjacent to a street, pedestrian access and street oriented building treatment must be adequately addressed.



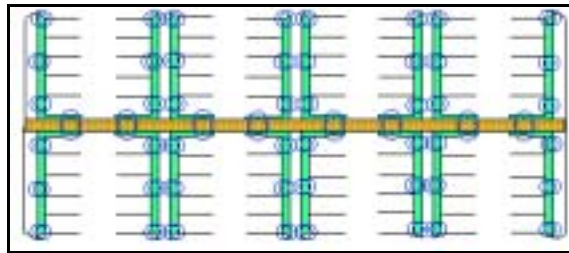
Buildings to the street

- b. **Building Orientation.** The entrances of all retail, civic, residential, and office buildings shall front onto streets, with the exception of center block residences (which still must front pedestrian ways) and anchor stores greater than 30,000 square feet in size. Secondary entries may be required at the rear of street-facing buildings. Where possible, 'like land uses' shall face 'like land uses' or open space, i.e. retail across the street from retail, townhomes from townhomes, etc. Loading docks and service areas must be screened from streets and adjacent properties thru architectural design and landscaping. Anchor store entrances must be connected to adjacent streets via landscaped, publicly accessible walkways.



Anchor Retail

Access from parking areas may be via mid-block passageways or “paseos,” to the street.



Walkways thru parking areas

- c. **Building Height.** Buildings at build-to lines shall have a minimum and maximum height as indicated on the table by building type, with height to be measured in accordance with the City's adopted ordinances and standards.

Land Use	Commercial, Office & Vertical Mixed -Use	Condos, Townhomes, Garden Apartments	Single-Family, Twin Homes, & Quads	Civic Uses & other stand alone uses
Minimum Building Height	Two stories	Two Stories	One Story	One Story
Maximum Building Height	Four Stories	Three Stories	Two Stories	Three Stories

Buildings of greater height than allowed in the above table may be approved by the Planning Commission on a limited basis, based upon the size, scale, topography, and uniqueness of the development. Approved structures with additional height may be required to include suitable “step-back” architecture and other architectural features which encourage a ‘village’ feel on street level.

- d. **CPTED** (Crime Prevention Thru Environmental Design). Where practically possible, CPTED principles shall be used in the design and layout of buildings, streets, accesses and open space areas. Design shall promote natural surveillance, access control, territorial reinforcement, sense of ownership, management, and maintenance. CPTED landscaping guidelines shall be used, including planting shrubs with a maximum height of two to three feet and trees with a proper ground clearance of six to eight feet above walkways and sidewalks and eight to ten feet above vehicular travel and parking lanes.

In order to encourage public safety thru natural surveillance, natural access control, and territorial reinforcement, blank walls are not permitted adjacent to streets, pedestrian areas, and open space amenities. Symbolic barriers, such as low lying fences/wall, landscaping and signage shall be used, as appropriate, to discourage crime and to promote safety. Ground floor parking garages are not permitted immediately adjacent to streets. Developments shall have street side building elevations with extensive windows, with balconies, decks or landscape terraces being encouraged.



Natural Surveillance

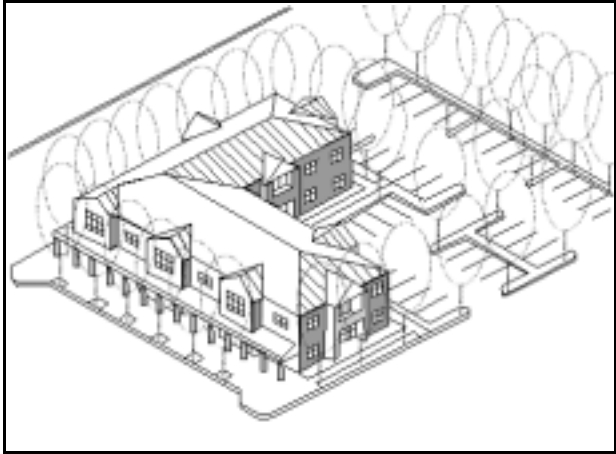
4. **Land Use Impact and Buffering.** Landscape buffers are preferred over fences and walls where a separation is desirable. A visually open look should be encouraged between compatible uses. Visual screening which creates 'outdoor rooms' is often more important than a physical separation and the Planning Commission may, at its own option, require special treatment of such areas. Fences or walls, if determined to be necessary or desirable, must be reviewed for their effectiveness in protecting private space while not creating isolated uses or dead space void of natural surveillance. Approved fences or walls shall be compatible in color, texture, and design in relationship to building materials.

In order to mitigate any negative impacts, the Planning Commission, after due consideration, may modify building setbacks and heights, and require additional architectural and/or landscape elements, as needed between uses, within and without a mixed use development.

5. **Architectural Design and Materials.** The treatment of building mass, materials and exterior appurtenances shall create an aesthetically pleasing building and site that is in character with the proportions of other surrounding buildings, and yet provides diversity in design. Requirements applicable to all buildings are stated below:
 - a. All sides of buildings shall receive equal design consideration, particularly where exposed to pedestrian and/or vehicular traffic and adjacent properties.
 - b. Basic building materials shall include, but are not necessarily limited to, architecturally treated pre-cast concrete, brick, stone, granite, ceramic tile, architectural metals and glass. All residential uses shall be predominantly brick or masonry. Limited amounts of stucco and masonite siding may be considered if the quality of the design merits such consideration. The use of exposed concrete (architectural concrete excepted), metal, or plastic for storefront facades is not permitted. All buildings within the development shall possess a similar architectural theme and have common architectural elements creating a unifying development.
 - c. No more than four colors may be used per development. Earth tone colors are encouraged to

help buildings blend into the environment, however, color may vary if approved by the Planning Commission as being compatible with surrounding developments. Approved tinted glass surfaces shall be considered as one of the colors allowed and shall conform to the color requirements included herein. Building styles shall be compatible with existing buildings within the respective MU Zone.

- d. Buildings shall be designed to relate to grade conditions with a minimum of grading and exposed foundation walls, creating easy pedestrian access from sidewalks, parking areas, etc. Commercial buildings shall be designed with ground floor architectural separation in order to enhance street activity and walkability. All buildings shall have expansive windows, balconies, terraces, or other design features which are oriented to the street, or other people spaces, in order to maximize interface connection. Windows, display windows, doors, and arcades must make up at least 70% of



Building facades and relationship to street

street-facing facades on the first story of commercial developments. Window shapes and sizes shall be so designed to be compatible from building to building. Tinted windows or windows with reflective film or glass are not permitted at street level.

- e. Mechanical equipment shall be located or screened so as not to be visible from streets, pedestrian areas, and adjacent developments. Screens shall be aesthetically incorporated into the design of the building whether located on the ground or on the roof.
 - f. Plans for significant exterior modifications to any existing structures must be submitted to the Planning Commission for approval and must meet the same requirements as all other structures within the MU Zone.
4. **Signage.** Proper design and placement of signs and their lighting is critical and shall be compatible with structures and uses. Mixed use developments shall have a sign theme which promotes mixed use compatibility. Permitted signs within the MU Zone shall be in compliance with Chapter 15-10, except that free-standing and off-premise signs or billboards shall not be permitted. Wall signs, projecting wall signs, and window signs, approved as part of a sign theme, are encouraged.

Monument signs and directional signs are discouraged. Where approved, a monument sign must comply with the following limitations: the sign shall have as the prominent feature the name of the development (i.e., "Jordan Village", "Jordan Plaza", etc). All other lettering shall be no taller than four [4] inches in height. The maximum height of the sign shall be four [4] feet for the portion containing general copy, with an overall maximum height of six [6] feet above sidewalk grade. It is intended that the top two [2] feet be utilized to identify the name of the development. The lettering font style for tenant identification shall be the same for all tenants. Monument signs shall be constructed with the materials similar to that of the main building. Monument signs may not extend into the required sign visibility triangle, unless otherwise approved by the City Transportation Engineer.

5. **Open Space.** Significant usable open space shall be provided within the Mixed Use development, depending upon size, scale, and nature of the development as determined by the Planning Commission. Approved open space may include but is not limited to: commons, pocket parks, plazas, courtyards, landscape features, water fountains and features, greenbelts, and trail connections. A 'Village Green', as a commons area, may be required adjacent to mass transit connections or other significant activity. Building materials used within open space areas shall be related to the materials of adjacent buildings and shall be a non-skid finish. Design shall encourage comfortable and safe pedestrian use, including landscaping, seating areas, and lighting as appropriate.

Areas of environmental concern or interest may be required to be preserved, i.e. drainages, steep slopes, connections to trail systems, and water features. Unless otherwise specified thru special agreement or understanding with the City, all open space areas shall be maintained by property owners or homeowner associations.

6. **Landscaping.** Landscaping guidelines are established to improve and then maintain site qualities while minimizing alteration, removal, or degradation of approved landscaping. Landscaping, in general, shall follow CPTED (Crime Prevention Through Environmental Design) principles.
- a. No plans for any building, structure or other improvements shall be approved by the Planning Commission unless there shall also have been submitted landscape and streetscape plans satisfactory to the Planning Commission.
 - b. Landscaping in accordance with the plans submitted must be installed within 30 days following the occupancy of the site or as otherwise approved by the Planning Division as seasonal conditions may dictate.
 - c. Future development areas or land area not occupied by buildings, structures, hard surfacing, vehicular driveways or pedestrian walkways shall be kept in a weed-free condition or landscaped, as approved by the Planning Commission.
 - d. The developer shall bond for such landscape improvements to ensure that installations are completed as submitted and approved. Performance assurance requirements for landscape improvements shall be the same as required by the City for street improvements.
 - e. **Plant Materials**
 - (1) 60% medium size trees; deciduous trees with a caliper from 2 to 3 inches and evergreen trees with a height from 5 to 8 feet. 40% small size trees and shrubs in a combination with deciduous trees with a caliper of 1 ½ to 2 inches and evergreen trees with a minimum height of 4 feet. Where possible, a 50/50 mix of deciduous and evergreen trees and shrubs shall be used for on-site landscaping.
 - (2) Street trees with a minimum 2 inch caliper shall be installed along all public rights-of-way by the developer. The species-type, location, and spacing of trees shall be as shown on the approved landscape plan, in compliance with designated streets within the City's Streetscape Plan. For streets not specified in the Streetscape Plan, the following trees may be used as part of an approved landscape plan, depending upon space requirements:

Bur Oak	(Quercus macrocarpa)
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Flowering Pear	(Pyrus calleryana 'Redspire')
	(Pyrus calleryana 'Aristocrat')
Hedge Maple	(Acer campestre)
Little Leaf Linden	(Tilia cordata 'Greenspire')
	(Tilia cordata 'Rancho')
London Plane	(Platanus acerifolia 'Bloodgood')
Norway Maple	(Acer platanoides 'Cleveland')
	(Acer platanoides 'Columnare')
	(Acer platanoides 'Emerald Queen')
	(Acer platanoides 'Schwedleri')
	(Acer platanoides 'Deborah')
	(Improved Schwedleri))
Red Maple	(Acer rubrum 'October Glory')
	(Acer rubrum 'Red Sunset')
Red Oak	(Quercus rubrum)
Redmond Linden	(Tilia euchlora 'Redmond')
Sycamore Maple	(Acer pseudoplatanus)

- (3) For planted medians, and accent trees both on-site and at intersections, the following trees may be used:

Bechtel Crab	(Malus ioensis 'Klehms Improved')
Crimson King Maple	(Acer platanoides 'Crimson King')
	(Acer platanoides 'Royal Red')
Flowering Plum	(Prunus cerasifera 'Blireiana')
Kwanzan Cherry	(Prunus serrulata 'Kwanzan')
Washington Hawthorn	(Crataegus phaenopyrum)

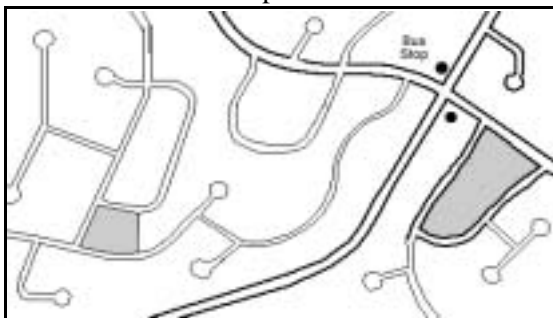
- f. Installation. It shall be the responsibility of the developer to grade, place topsoil, seed, sod, install sprinkler irrigation systems, and properly plant trees, shrubs, and other approved plant materials.

- g. **Maintenance.** It shall be the responsibility of the developer and/or property association to properly maintain landscaped areas including watering, mowing, pruning, fertilizing, and the removal and replacement of dead plant materials in a timely manner.
 - h. **Vegetation Modification/Removal.** Pruning vegetation for “exposure,” which results in unnatural plant specimens, is prohibited. Necessary vegetation removal shall be replaced with equal or better quality plant materials. Trees that are necessarily removed shall be replaced with trees with comparable total caliper. Street trees replacement shall be in compliance with the City's Streetscape Plan, unless otherwise approved by the Planning Division.
 - i. **Utility Connections.** When disturbances are made to existing landscaped areas, the existing landscaping must be replaced to its previous condition. Other modification of landscaped areas shall require approval by the Community Development Director.
7. **Outdoor Lighting.** The lighting of streets, pedestrian areas, parking lots, and open space is required. Exterior wall mounted floodlights are expressly prohibited. Indirect lighting, bollard lighting, and landscape lighting is encouraged. Lighting of a building and site identification signs are permitted as allowed elsewhere in this Code.

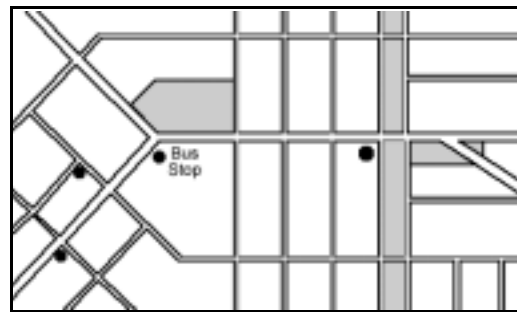
Lighting will be judged as to how adequately it meets its intended purpose. Design and location of standards and fixtures shall be specified on the site development drawings. Intensities shall be controlled so that ‘safety’ lighting is provided while neighboring areas are protected from glare or excessive direct light. See cross section illustration for additional requirements in the report: "Sandy Civic Center Development Master Plan." Street light design fixtures shall evoke a ‘village’ feel and be installed as required by the Street Lighting Policy.

8. **Streets and Pedestrian Ways**

- a. **Streets.** All accesses within a Mixed Use (MU) Development shall have connectivity with existing and future street patterns. A grid street pattern or modified grid pattern is required where practically possible. Cul-de-sac streets will not be approved unless it can be demonstrated that no other practical way exists to make connectivity. In order to uphold and enhance traditional neighborhood development principles, private streets are discouraged and gated communities are prohibited.



Disconnected Street System



Connected Modified Grid System

- b. **Widths.** Street widths shall be determined during site plan review as may be recommended by the City Transportation Engineer and approved by the Planning Commission. In general, streets shall be designed to meet the level of travel and service, while incorporating principles of traffic calming and pedestrian compatibility, i.e. tree lined streets with pedestrian ways and linkages, decreasing the need for pavement width by spreading traffic through a grid or modified street hierarchy system.

- c. **Sidewalks and Walkways.** The design of pedestrian ways may include a solitary meandering pathway or trail, a 'pedestrian street' and the many possible designs in between. Walkways and connections to trail systems shall be incorporated into the project. Choice of appropriate pedestrian access will be made based upon the scale and type of mixed use project being proposed and by the way uses are intermingled. The standard nine foot cross-section (five foot parkstrip, four foot sidewalk) is a minimum, while a wider parkstrip and/or sidewalk may be required depending upon the land use and the desired effect. All streets shall have sidewalks and curbside streetscape.

Pavers, borders, and other sidewalk design materials with compatible colors shall be used as needed in order break up expanses of hard-surfacing and to encourage pedestrian interest and activity.

In 'vertical mixed use' areas, wider sidewalks are required in order to enhance street and land use connectivity. Portions of the parkstrip may be paved to accommodate street furniture, leaving tree wells for street trees. Street furniture, including but not limited to benches, trash receptacles, artwork, drinking fountains, bike racks, and newspaper racks, may be required depending upon the nature of approved uses. Street furniture requirements shall include an overall design theme for compatibility.

- d. **Crosswalks.** Extensive use of crosswalks shall be incorporated within the project, at intersections, mid-blocks, within parking lots, or other needed pedestrian connections. A pedestrian inconvenience distance of 150 feet should be used as a guideline. Crosswalks shall be so configured to be a design feature of the development, i.e. heavy painted lines, pavers, edges, and other methods of emphasizing pedestrian use. Bulb-outs and other pedestrian design shall be used to shorten walking distances across open pavement. Planted medians shall be used in appropriate areas to encourage walking and to act as a 'refuge' for crossing pedestrians.

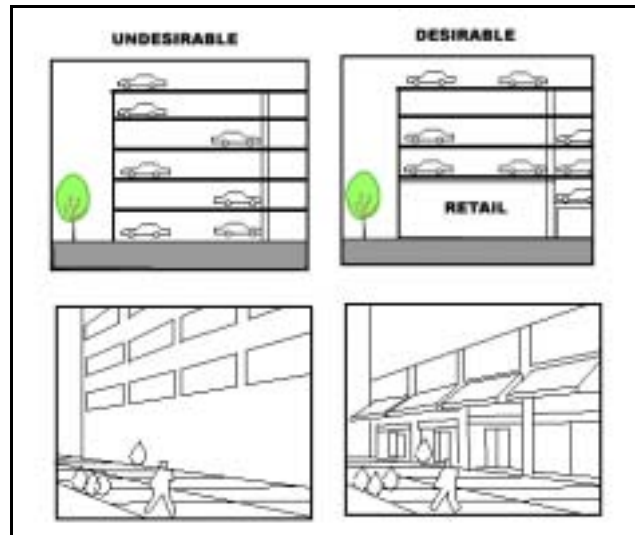
9. **Other Forms of Transportation.** All forms of transportation shall be considered within and without the mixed use development with the intent to improve convenience and reduce automobile trips. All forms of transportation should be encouraged, including, bus, bicycle, and pedestrian. Access connections shall be required where deemed essential to provide circulation or access to churches, schools, playgrounds, shopping centers, transportation, and other community facilities.

Appropriate bus turnouts and stops shall be coordinated and planned as part of the development review process. Based upon land use and the level of demand, bicycle parking shall be provided in appropriate locations, i.e. visible from store fronts and entrances to office buildings and residential structures.

10. **Parking Areas.** Parking areas shall be considered as structures since they present a three-dimensional appearance when occupied.

- a. Location of parking shall be determined not only from its visual relationship to the building and site, but also as it relates to safe convenient pedestrian and vehicular circulation patterns. The placing of building and parking elements on a site shall be evaluated by and Planning Commission on the basis of the following factors:
- (1) Type of land use and structure.
 - (2) Building height and configuration.
 - (3) Relationship to other buildings both horizontally and vertically.

- (4) Natural land features such as slopes and vegetation.
 - (5) Physical features such as rail lines, canals, and controlled ingress and egress.
 - (6) Visibility from vehicular approaches and distant highways.
 - (7) Safe pedestrian connections to buildings, walkways, open space, and streets.
- b. Where possible, parking lots shall be broken up and planned as 'outdoor rooms' thru the use of buildings, walkways, open space, and landscape design. When approved, larger parking lots shall be broken up with substantial tree and ground cover. Large parking lots should be broken up into 'rooms' of no more than 300 parking stalls thru the use of connecting walkways.
 - c. Unless otherwise approved by the Planning Commission, parking lots are prohibited adjacent to any street.
 - d. Underground parking, deck or terrace parking, and parking garages are encouraged and may be required in conjunction with structures of three [3] stories or more. Said structures shall have architectural treatments compatible with adjoining buildings. Parking structures with first level parking immediately adjacent to the frontage of a street are prohibited.



Parking Structures

Parking structures shall be designed around natural light with 'safety' lighting added as needed. Landscaping, within and without, may be required to enhance compatibility and safety.

- e. Developments are not allowed to be 'over parked' without justification. Developments may be approved with less than required parking if evidence can be shown that the nature of the land use proposed will not generate the number of stalls as recommended in the city's parking ordinance, as may be approved by the Planning Commission. Developments may also be 'under parked' if justified with a walkable design that demonstrates such, and/or where local multi-modal transit systems exist or are immediately planned, which would help reduce the number of needed parking stalls and/or automobile trips. Shared parking arrangements may be required in order to reduce unnecessary parking areas and to encourage pedestrian activity.
- f. Where possible, on-street parking shall be provided adjacent to developments, and a pro-rated share of such, may be used to satisfy overall parking requirements. Parallel or angle parking may be approved based upon the overall design and width of the street, as recommended by the City Transportation Engineer and approved by the Planning Commission.

F. Environmental Concerns

- 1. Building, landscape, and solar design should adjusted, where possible, to be compatible with the local climate. Such design should include, but may not be limited to, window placement, building

recesses, overhangs, trellises, awnings, porches, and landscape placement, planned in such a way to enhance livability and reduce energy costs.

2. The use of lighter colored building materials (i.e. roof tops), fences/walls, and extensive deciduous and evergreen tree cover shall be incorporated into developments in order to reduce the urban heat island effect. Where possible, streets, driveways, parking lots, etc., should use concrete or other materials which absorb less sunlight. Parking lot landscaping shall be provided at the ratio of at least one tree per six parking stalls.
3. Where possible, drought resistant ground covers, shrubs, and trees shall be incorporated into the landscape to reduce water usage and storm runoff. Extensive areas of grass or other high water use plants without a public purpose are discouraged.

G. Requirements Unique to Residential Uses. The following shall apply to residential uses:

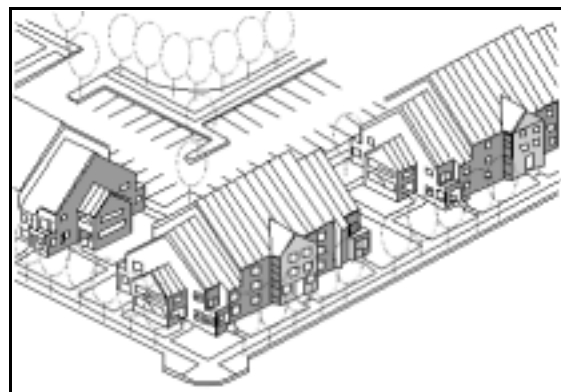
1. Multi-family residential use shall comprise a variety of types of housing, fulfilling housing needs with a wide assortment of housing options and shall be designed using “Traditional Neighborhood Development” (TND) design principles. The number of bedrooms per unit and other housing design options shall be varied in proportions to assist in providing suitable housing for a market range of household incomes, family size, and life cycles. The site plan design of multi-family development shall conform to requirements heretofore presented. Setbacks shall be determined by the Planning Commission based upon acceptable layout and design. Where practically possible, like housing shall face like housing or open space.

The following TND standards shall be required for multi-family residential:

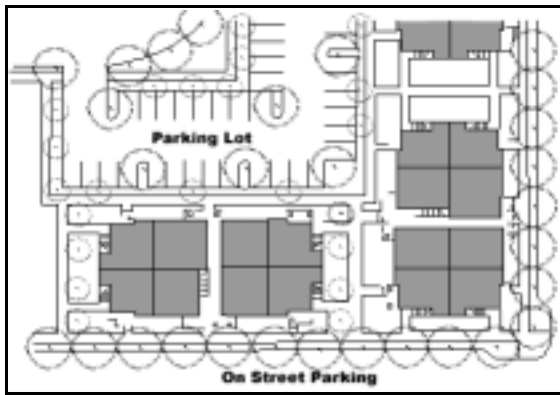
- a. Properly designed off-street surface parking hidden from streets, parking terraces, or underground parking. Garage units associated with multi-family development should be rear loaded. Where only front loaded garages are possible, they shall be subservient to the residential structure.
- b. Roofs with a 4/12 pitch or greater.
- c. Dwelling and garage gables facing streets and alleys.
- d. Extensive windows facing streets, alleys and pedestrian connections.
- e. Covered entrance porches.
- f. Entry sidewalks that connect directly to public sidewalks.

The following TND standards for multi-family residential shall be encouraged:

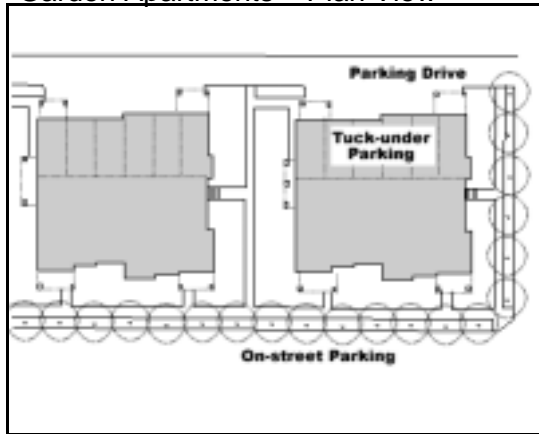
- g. Multi-level structures.
- h. Dormers and/or shutters, and other window treatments.
- i. Streetside balconies/decks.
- j. Streets which de-emphasize the need and speed of automobiles.
- k. Other pedestrian oriented design



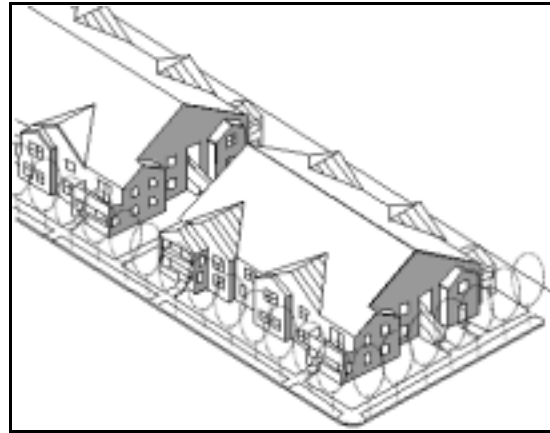
Garden Apartments – Elevations



Garden Apartments – Plan View

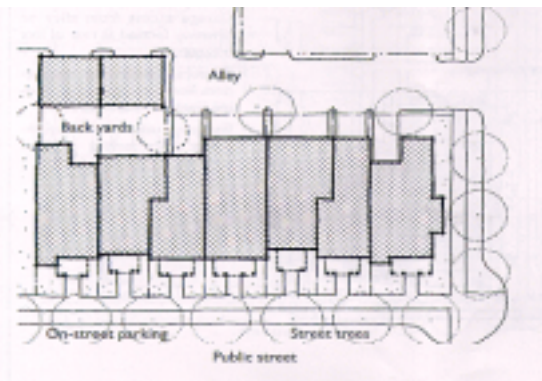


Condos w/ Underground Parking – Plan View

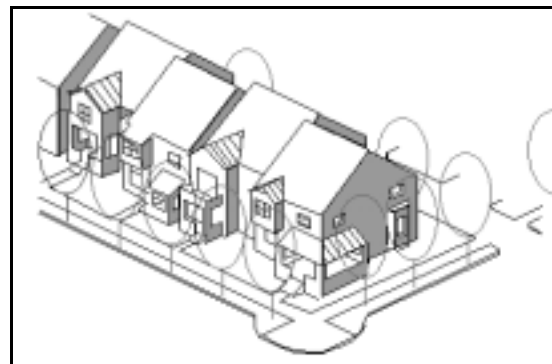


Condos w/ Underground Parking – Elevations

2 .
Single
family
residential
uses, if
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Townhomes – Plan View



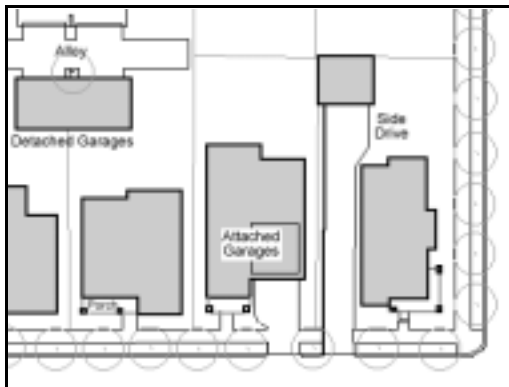
Townhomes – Elevations

roved, shall be designed using “Traditional Neighborhood Development” (TND) design principles. Front setbacks shall range between twelve and twenty feet typically measured from the inside edge of sidewalk to the porch. Front loaded garages shall be subservient to the dwelling and shall not have a setback less than eighteen feet. Side and rear setbacks shall be determined by the Planning Commission based upon acceptable subdivision layout and design. The following TND standards shall be required for single family residential:

- a. Subservient’ garages, i.e. back loaded detached with alley access, front loaded detached, attached but setback from the front line of the home by at least five feet, side entry attached, or a combination of the above.
- b. Roofs with a 4/12 pitch or greater.
- c. Dwelling and garage gables facing streets and alleys.
- d. Covered open front porches comprising at least 50% of the front elevation (not including the garage), in no case being no less than 15 feet in width.
- e. Entry sidewalks that connect directly to public sidewalks.

The following TND standards for single family residential shall be encouraged:

- f. Two-story dwellings.
- g. House dormers and/or shutters, and other window treatments.
- h. Streetside balconies/decks.
- i. Wrap-around porches, particularly on corner lots.
- j. Streets which de-emphasize the need and speed of automobiles.
- k. Other pedestrian oriented design



Single Family Residential – Plan View



Single Family Residential – Elevations

H. Service Areas. Loading and refuse collection areas must be screened from public view. These areas are not be permitted between buildings and streets unless they can be adequately screened thru landscaping and architectural design. Streets shall not be used directly for commercial loading, unloading, or refuse collection. Building and improvements upon lots must be designed to properly accommodate loading, unloading and refuse collection. Screen walls and enclosures shall be constructed with materials compatible with the structures they serve. Loading and refuse collection areas shall be properly maintained in a debris-free condition.

Except for approved and screened R.V. storage lots associated with a residential use, storage areas, including the storage of materials, merchandise, pallets, etc, shall be within buildings.